

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 "POWAN" 2,338 " " G. F. Morrison, R.M.R.
 "FATSHAN" 2,260 " " R. D. Thomas.
 "HANKOW" 3,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lottus.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain W. E. Clarke.
 Departures from Canton for Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 88 tons Captain W. A. Valentine.
 "NANNING" 59 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

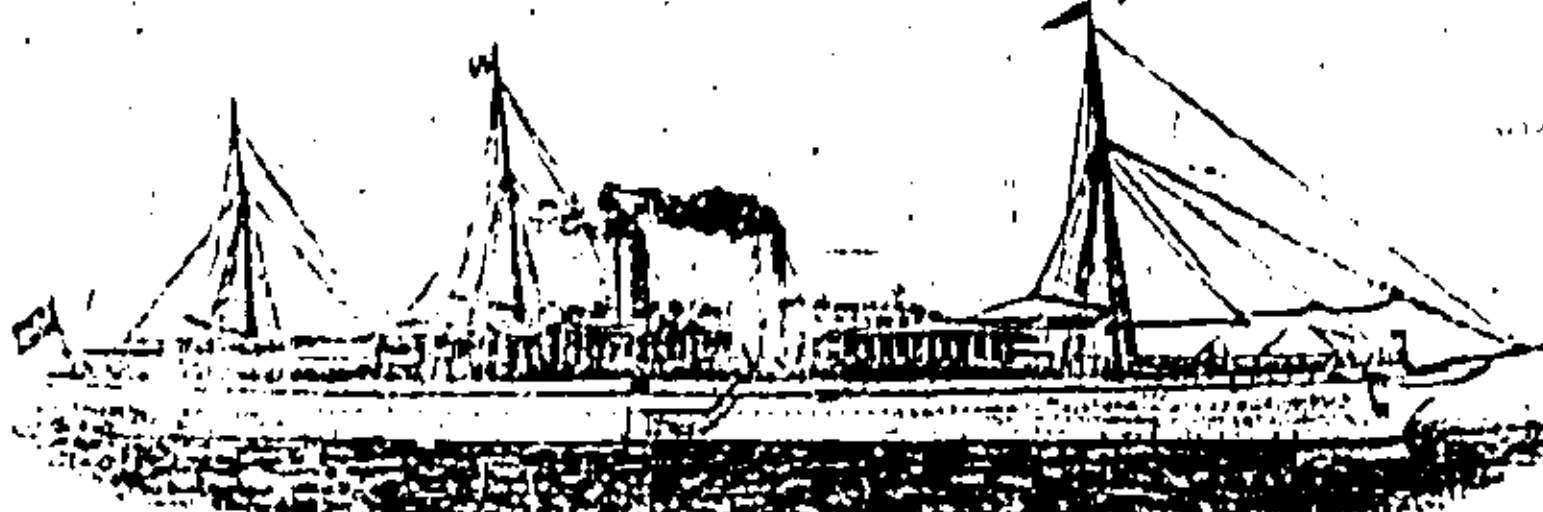
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. J. Willox.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trip to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Biers. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon Single \$6.00.
 Hongkong to Kumchuk Single \$7.00.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 20th June, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "TARTAR"	4,425	W. Davison, R.M.R.	WEDNESDAY, 5th July.
"EMPEROR OF JAPAN"	6,000	H. Pybus, R.M.R.	WEDNESDAY, 12th July.
"EMPEROR OF CHINA"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	4,400	S. Robinson, R.M.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 23rd Aug.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £82.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 HONGKONG, 21st June, 1905.
 D. E. BROWN, General Agent,
 9, Pedder's Street.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAVRE, ANTWERP AND HAMBURG.	7th July.
SITHONIA	(Calling at SPOR, PENANG & COLOMBO).	12th July.
ACILIA	HAVRE, BREMEN AND HAMBURG.	26th July.
Schulke	(Calling at SPOR, PENANG & COLOMBO).	9th August.
ALESIA	HAVRE AND HAMBURG.	23rd August.
SAMBA	(Calling at SPOR, PENANG & COLOMBO).	6th Sept.
RHENANIA	(Calling at SPOR, PENANG & COLOMBO).	about Oct.
VANDALIA	(Calling at SPOR, PENANG & COLOMBO).	beginning of Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins airships. Lighted throughout by Electricity. Fully qualified Doctor and Stewardses are carried.
 For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 21st June, 1905.

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUTPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 5th day of July, 1905, at Noon, the Steamship DARMSTADT, Captain G. Bolte, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 4th July, and Parcel will be received at the Agency's Office until NOON, on TUESDAY, the 4th July.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemis, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

KOBE & YOKOHAMA PRINZ SIGISMUND TUESDAY, 1st August.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA SCHARNHORST WEDNESDAY, 5th July.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZ HEINRICH WEDNESDAY, 19th July.

NORDDEUTSCHER LLOYD

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 30th June, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half July	JAVA PORTS	Second half July
TJILATJAP	JAVA PORTS	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 7th June, 1905.

Intimations.

BAY VIEW HOUSE, MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.
 On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.
 Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905.

FURNITURE WAREHOUSE

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR.

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co. Ltd., Joint Telegraphs Co., and other leading

Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Material of the Furniture.

Messrs. A. S. Watson & Co. Ltd. writes as follows:—

We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction.

(Sd.) A. S. Watson & Co. Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand. (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the Bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway	Hydraulic	A Specialty made of Reinforced Concrete and Concrete Piles.	Examinations	On all Railway or Proposed Construction Works.
Minig and Sanitary Engineering.			Surveys Reports and Estimates.	

Hongkong, 2nd February, 1905. [208]

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is Self-acting. Destroys all smoke. Can be used by anyone, even by a child.

Minimum of Price, Weight and Size. Hongkong, 12th May, 1905. [53]

IMPORTANT POINTS FOR CONSIDERATION.

Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUILAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.

Hongkong, 24th March, 1904. [40]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 611.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905. [18]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the HAWKS,

PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevators.

Hot and Cold Water Baths and Shower Baths.

Launch Service for Guests.

Hongkong, 16th June, 1905. [65]

KOWLOON HOTEL.

KOWLOON.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [66]

THE AMERICAN SYSTEM

OF DENTISTRY.

M. H. BAUN, D.D.S.

17, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [67]

Intimations.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS—

NEW
MUSLINS,
ALPACAS,
DRESS-
LINENS,
HOLLANDS,
VOILES,
FOULARDS,
SILKS,
&c., &c., &c.,
for light
SUMMER
GOWNS.

DRESS-MAKING
A Specialty.

LATEST
FASHIONS
from
LONDON,
PARIS,
and
NEW YORK.
RECEIVED EVERY
WEEK.

BATHING
COSTUMES.
CAPS
and
SANDALS.

Everything New and
up-to-date
at
POWELL'S
HONGKONG.
Hongkong, 19th June, 1905.

Intimations.

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the Public that in addition to the recent **REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND CUBIC FEET**, they now offer the following **FAVOURABLE TERMS TO INTERVIEWING CONSUMERS**—

1. **SERVICES** up to 50 feet in length will be laid **FREE**.
2. **NO CHARGE** will be made for **METER-FIXING**.
THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company. **ESTIMATES** for any kind of Gas-fitting will be supplied **WITHOUT COST** to intending consumers.

The Company will sell all kinds of Gas fittings whether for Heating, Cooking or Lighting—and **INVITE INSPECTION** of their Stock at their **NEW SHOW ROOMS** at **WEST POINT**.

GEORGE CURRY,
Local Secretary,
Hongkong, 13th June, 1905. [651]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an **EXTRA-ORDINARY GENERAL MEETING** of the above-named Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on **SATURDAY, the 8th day of July, 1905, at 11.30 in the Forenoon**, when the following Resolution which was passed at a meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION.
"That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each."

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 21st June, 1905. [672]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the **SIXTEENTH ORDINARY YEARLY MEETING OF THE SHAREHOLDERS** will be held at the Company's Office, St. George's Building, on **SATURDAY, the 15th July, at 1.30 P.M.**, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1905, and electing Directors and Auditors.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th June, 1905. [604]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the **FINAL CALL** of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th June, 1905. [688]



SANITARY BOARD OFFICE,
Hongkong.
TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the **DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS** (as amended), every Domestic Building or part of such Building within the **WESTERN DIVISION OF THE CITY OF VICTORIA** occupied by members of more than one family must be **Cleaned and Lime-washed THROUGHOUT** by the owner during the months of May and June.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverley Street.

C. F. W. BOWEN-ROWLANDS,
Assistant Secretary.
Dated this 31st day of May, 1905. [685]



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CAWLE & WILTS—England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central, Hongkong.

Hongkong, 19th May, 1905. [579]

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORE, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905. [62]

CHEATING AT BRIDGE.

METHODS BY WHICH THE UNSCRUPULOUS SOMETIMES WIN TRICKS.

The very nature of the game of bridge, the optional declaration, and the dealer's choice of either making a declaration himself or leaving it to his partner, all offer unlimited opportunities to two dishonest players, acting in collusion, of taking an unfair advantage of indications given by their partner.

To do this, however, it would be necessary for two players to have a pre-arranged code of signals, and to be sure of playing at the same table, and, even then, their code could only be brought into use when they cut as partners.

Such a code would be quite easy to arrange, owing to the various formulae which are used in passing the declaration. For instance, "I leave it," might mean a very bad hand. "Will you make the trump please?" a fairly good all-round hand, but not quite strong enough for no trumps. "I pass," strength in the red suits, "To you, partner," strength in the black suits, and so on.

Let it be said at once that such an understanding as this is purely imaginary, and is absolutely unheard of in bridge-playing circles.

Bridge, as it is played in England, is essentially an upper class game, played by gentlemen among gentlemen, and although there are from time to time lamentable cases of gentlemen departing from the strict code of honour which should always distinguish them, still we shall be quite safe in taking it for granted that our friends and acquaintances with whom we habitually play, either in club life or social life, are far removed from any suspicion of such dealings.

"THE CHEAT."

Mr. Collier's picture in this year's Academy, called "The Cheat," is supposed to represent a lady rising from her seat at the bridge table and saying that she refuses to continue playing against an opponent who holds such phenomenally good cards as the lady on her right.

This may make a good subject for a sensational picture, but it does not bear looking into by the practical player.

The lady in question would have no control whatever over the cards dealt to her in three hands out of the four, and even when it is her own deal, to imagine that she can give an undue proportion of good cards either to herself or her partner is to credit her with an amount of manual conjuring skill such as would be the envy of a Bezzant or a Blakelyne.

If cheating is to be done at all at bridge it will not be done in this way.

A case occurred not very long ago which gave rise to a grave scandal. Bridge was being played in a country house for exceptionally high points. A certain lady dealt the cards and left it to her partner, who declared "No trumps," and put down his hand.

As the hand was played out it transpired that the dealer, who had passed the call, held six hearts, including four by honour, and the question was naturally asked, what could have induced her to pass the call with such a hand? No satisfactory explanation was forthcoming, and the inference was sufficiently obvious, that her partner must have told her by some private code of signals to leave it to him.

CLUMSY ATTEMPT.

If it was an attempt at cheating, it was an extremely clumsy one, as it should have been obvious that suspicions must arise, when the strength of her hand came to be shown in the play of the cards.

Apart from the question of collusion between two players, there are various individual ways of imparting or accepting unfair information, which can only be classed under the head of cheating.

Some players unintentionally cheat by undue hesitation or undue haste in passing the declaration to their partner.

This is so much the case that many suggestions have been made to legislate for it, but nothing has yet been suggested to quite meet the case.

Perhaps the best suggestion was that a small sand-glass, taking fifteen or twenty seconds to run out, should be provided as a regular adjunct of every bridge table, and that the dealer, under pain of a penalty, should speak directly, but not before, the sand-glass ran out.

This, however, seemed rather an arbitrary measure, and one that was likely to give rise to considerable bickering, so it was decided to leave it entirely to the good taste of the individual player, and it has succeeded very well.

An extraordinary case occurred some three years ago at a well-known Continental club. The American rules were in force there and under the American rules the penalty for a revoke is not the same alternative penalty as ours, but only "three tricks taken from the offending player and added to those of his opponent."

"NO TRUMPS."

It was the first deal of the rubber, "No trumps" was declared by the dealer, and was doubted by the eldest hand—the player on the dealer's left, who held ace, king, queen to eight diamonds.

He led the king, Dummy had none of the suit, and the other two followed. He then led the queen, and again the other two followed suit, leaving only the knave against him. He then led the ace, and his partner and the dealer renounced.

The leader, who was a well-known American player, said to his partner, "Are you quite sure you have no diamond?" "Quite sure," said his partner. He then turned to the dealer, and said, "If that is the case, you must have the knave." "Go on with your game," said the dealer. "If I have revoked, you can exact the penalty." "At all?" said our friend, putting his cards down. "If you have not got the knave, the pack is imperfect, and I decline to continue."

Eventually the dealer produced the missing card, and the game proceeded, but this was nothing more nor less than absolutely cheating. Do you see where it came in?

If the diamonds all fell, the doubler made eight tricks, scoring 45 and game; but if the knave were held up through the revoke until the fourth round, the dealer made every other trick, and won four by cards; three of these would be taken away from the revoke penalty, but he would still be left with the odd trick, and would score 24 to his opponent's nothing.

There are various petty forms of cheating, such as purposely leading from the wrong hand when dealer, pulling a card out, and putting it back again when it is the only one of the suit in your hand, apparent hesitation whether to fence or whether to cover an honour or when you are not in the position to do so; but these are small shifts, beneath the contempt of the honourable bridge player. **WILLIAM DUNN,** Member of the Card Committee of the Portland Club and Author of "Bridge Abridged."

Notice of Firm.

THE MERCANTILE BANK OF INDIA, LIMITED.
NOTICE.

I have This Day given over charge of this Branch to **MR. A. R. LINTON**, By Order of the Board of Directors,
EVAN ORMISTON,
Manager.
Hongkong, 27th June, 1905. [691]

Auctions.

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

To be sold by Public Auction by Order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD PROPERTY,
situate at Kowloon, in the Colony of Hongkong, ON

FRIDAY,

the 14th day of July, 1905, at 3 o'clock in the afternoon, at Messrs. HUGHES & HOUGH'S Sales Rooms, Des Voeux Road Central.

ALL that **PIECE** or **PARCEL** of **GROUND** registered in the Land Office as **Hughes Inland Lot No. 249** together with the Building thereon, known as No. 74, Des Voeux Road, Hongkong, abutting on the North side thereof on Crown Land and measuring thereon 15 feet, on the South side thereof on **Hughes Inland Lot No. 249** and measuring thereon 15 feet, on the East side thereof on **Hughes Inland Lot No. 249** and measuring thereon 50 feet and on the West side thereof on **Hughes Inland Lot No. 249** and measuring thereon 50 feet, and which said Piece or Parcel of Ground contains in the whole 750 square feet and is delineated on the plan attached to the Crown Lease thereof and is coloured red thereon and is held from the Crown for the residue of the term of 75 years from the 19th day of December, 1897, granted by a Crown Lease dated the 3rd day of June, 1905. Annual Crown Rent \$7.00.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Plaintiffs in the above action, or to
Messrs. HUGHES & HOUGH,
Auctioneers.
Dated the 28th day of June, 1905. [696]

PUBLIC AUCTION.

Messrs. HUGHES AND HOUGH have received instructions to sell by **PUBLIC AUCTION,**

ON

FRIDAY,

the 21st day of July, 1905, at 2 P.M., at their Sales Rooms,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY,

situate at Mount Kellie, in the Colony of Hongkong, viz:—

1.—All that **PIECE** or **PARCEL** of **GROUND** being a portion of the piece or parcel of ground situate at Mount Kellie aforesaid registered in the Land Office as **Rural Building Lot No. 76** abutting on the North side thereof on a portion of the said Rural Lot No. 76 described on the Sale plan thereof as Lot No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 398 feet or thereabouts on the East side thereof on Mount Kellie Road and measuring thereon 193 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as **LOT No. 1** and contains an area of 56,700 Square Feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

2.—All that **PIECE** or **PARCEL** of **GROUND** being another portion of the said Rural Building Lot No. 76 abutting on the North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly on Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said Sale plan as Lot No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellie Road and measuring thereon 199 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as **LOT No. 2**, and contains an area of 56,700 square feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the 16th day of March, 1896, created by a Crown Lease of the whole of the said Rural Building Lot No. 76 dated the 3rd day of June, 1892.

A Sale plan of the said property can be inspected at the office of Messrs. Johnson, Stokes and Master and at the Auctioneers' office.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendors,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 21st June, 1905. [673]

OCCIDENTAL HOTEL,

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM,

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [67]

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.
HONGKONG STATION.

REFERRING to the notice of 20th December, 1902, and subsequent notices, **SENDERS OF TELEGRAMS** are hereby advised that from **1ST JULY NEXT**, the Currency equivalent of the Franc will, subject to revision after three months, be fixed at \$0.45, at which rate the charge for all telegrams will be collected from the said date.

OLAF NIELSEN,
Superintendent.
Hongkong 30th June, 1905. [670]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD., have now 40000 Cubic feet of **COLD STORAGE** available at **EAST POINT**. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.
Hongkong, 22nd June, 1905. [675]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.
No. 74.

REMOVAL WORK AT THE CAMBRIDGE REACH BARRIER, PRECAUTIONS TO BE OBSERVED.

NOTICE is hereby given that the Dredger "CANTON RIVER" has commenced work on the Northern side of the Steamer Passage through the **CAMBRIDGE REACH BARRIER**.

Vessels approaching the Barrier should keep a careful look out for signals and slow down at a sufficient distance to prevent their wash reaching the boat at work, and proceed dead slow until well past.

On no account must a vessel pass on the Northern side of the dredger.

When a **RED FLAG** is hoisted on a boat of any description it indicates that high explosives are on board.

When **TWO BLACK SPHERES** are hoisted in the vicinity of the Barrier it indicates that danger would be caused to life and property by the wash of steamers.

If owing to any reason it is unsafe for a vessel to pass the Cambridge Reach Barrier, a **RED TRIANGULAR SHAPE** 6 feet in height will be hoisted on the North Beacon.

A vessel seeing this signal hoisted should on no account attempt to pass.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, 27th June, 1905. [697]



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes it impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$3), post free.

To be obtained from **THE MUTUAL STORES, WATKINS, LIMITED**, and all first-class stores in the Colony.

Sole Agents for Far East: **HOWARD & Co.,** 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [61]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.
Hongkong, 14th January, 1905. [57]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

SASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Waterman's Hall.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 14th September, 1905. [59]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF 100 HOOK, IN 100 HOOK ROAD.

IS now in a position, in his New and Commodified Premises, to eclipse, as heretofore, **ALL PHOTOGRAPHIC ART PRACTICE** in the Colony or in any part of the Far East.

GROUPS AND VIEWS

of speciality.

Hongkong, 22nd September, 1904. [16]

Intimations.

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG
AT

\$4.50 per hundred.

FLOR DE MONDEGO
AT

\$6.00 per hundred.

Sold in

AIR-TIGHT TINS
AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 9th June, 1905. [176]

THE CLUB LUSITANO, LD.

NOTICE.

THE Certificate No. 147 for 20 Shares in the above Company numbered 54 to 56, 59 and

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMAN SONS &
CO., LTD.

Per dozen.

Light Dry	18.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,
LIMITED.

Agents in Hongkong and South China for

SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

GREGOR & CO.,

WINE MERCHANTS.

34, QUEEN'S ROAD CENTRAL.

WE ARE ISSUING FROM TO-DAY

DISCOUNT
TICKETS

ENTITLING THE HOLDER TO A

DISCOUNT OF 10 per cent

ON ALL PURCHASES MADE BY HIM

OUR OFFICE

WITHIN A PERIOD OF 12 MONTHS

FROM DATE OF ISSUE.

Price:

\$10.00 each.

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 27th June, 1905.

BIRTHS.
On the 24th June, at Shanghai, the wife of
T. ARTINDALE, of a son.
At Chungking, on the 24th June, the wife of
JAMES W. NICOLSON, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 30, 1905.

BOARDING-HOUSE THRUPTS.

In Hongkong, and throughout the East, there are hundreds of people whose only home is the boarding-house or the hotel. The transient visitor, of course, selects a hotel, or one of the larger boarding-houses, which are really hotels in everything but name. The young resident, unable to set up an establishment of his own, finds his way into a private boarding-house, which may mean that there are only half-a-dozen boarders besides himself in the house. What his rights are troubles him not at all. Sufficient that he has a place where he may lay his head, and regular meals at regular seasons. The rights of the boarding-house keeper are also sealed mysteries to him, unless he be a Philistine, which generally means an intolerable nuisance. A recent case which cropped up in London should, therefore, prove of interest to that large public in Hongkong who spend their days in toil and their nights in a hotel or boarding-house. A married couple resided in a boarding-house in London. Their bedroom had only one key which could not be removed because it was required to give the servant access. When the manager was appealed to she—it happened to be a lady who was in charge of the establishment—assured them that all the people in the house were, like Caesar's wife, beyond suspicion. They had lived there for weeks and weeks; they had proved themselves to be "real ladies and gentlemen." As for the servants, the breath of scandal had never once passed over their heads. They were patterns of respectability and emblems of all the virtues. There was no danger of anything disappearing from the room during the absence of the boarders. Even the much maligned cat, it would seem, had been ousted from this home of the blest, so that if valuables were left lying about, or sundry liquors allowed to remain open to the inquisitive there could be no chance of their disappearing. Still the married couple, who had evidently been in a boarding-house before, were not quite satisfied. They argued that if they could not get a separate key for their room they might at least get a key for the chest of drawers in which they had placed some valuables. They did not get one, so they had to be content without it. But it appears that the manager did not know the true character of all her boarders. She had vouched for their high-minded ways, their honesty and their respectability. But there was a serpent in the household, for when the married couple left their temporary habitation for a brief spell in the open one day, another boarder took the opportunity to ransack the bedroom occupied by the newcomers. So successful was he in his enterprise that he found and opened a hand bag which contained £220 worth of jewellery and then he departed. The hand bag was on the chest of drawers for which a key had been asked and refused. *En passant*, it may be mentioned that the eminently respectable gentleman who made free with his fellow-boarders' effects, left behind him a trunkful—not of the traditional and time-honoured bricks, but of potatoes and turnips. At any rate he disappeared and has not been heard of again. Now the married couple believed, as many more in their place would have believed, that they could obtain redress from the boarding-house keeper who had refused them a key to their room and a key to the chest of drawers. The manager, however, refused to admit any responsibility in the matter, and a claim was lodged in Court by the married couple who sought to recover the value of the articles stolen. It seems that the eminently respectable gentleman who could be vouched for by the boarding-house keeper was in reality an expert thief. Mr. Justice Darling, who heard the case, held that such being the fact, the thief could have got at the jewellery even if the drawer had been locked. And neither the omission to provide a second bedroom key nor the omission to get guarantees of the character of the other boarders amounted to "misfeasance" which, it seems, must be proved in a boarding-house case and means a good deal more than "negligence." The plaintiffs failed to recover the value of their jewellery and were left in the lurch. The case is of importance to all boarders in Hongkong, as well as in England, for the probability is that were similar cases to come before the Courts here the presiding judge would adopt the *dictum* of his learned brother in London. But there is another point arising out of this case, as a contemporary remarks. It has been a custom for boarding-house keepers to demand references from prospective boarders, without offering references regarding those already in the house. Under the principle now laid down the candidate for board and lodging may equally demand such a reference from the boarding-house keeper and if he fails to get it and yet elects to stay at the house the consequences are upon his own head.

LOCAL AND GENERAL.

MESSRS. J. C. DOS REMEDIOS & CO. as the local agents for the Typewriter Co., Ltd. of London, send us a calendar for the year ending June 30th, 1905.

THE China & Manila S. S. Co.'s *Rubi*, Captain Nolley, arrived from Manila the other day with a large cargo including a shipment of Mexican money and United States bank notes. The treasure which the *Rubi* brought by the Hongkong and Shanghai Banking Corporation to Hongkong and \$2,100 in gold notes. Her cargo included 26,308 bags of sugar for the Hongkong refinery, the freight receipts for the entire cargo exceeding \$5,000.

WE regret to record the death, at the early age of 27 years, which took place yesterday evening at the Government Civil Hospital, of Police Constable Henry Hawking. The deceased, who was a native of Warwickshire, came to the Colony with the Royal Garrison Artillery, and on the expiration of his term of service took his discharge, and about two years ago joined the Hongkong Police Force. The deceased was very popular among his comrades. Owing to his death the inspection of the Police Force by H.E. the Governor, which was to have been held to-day, was postponed until Thursday next.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 1st July:—

March "Forward Volunteers".....Gunter
Overture "La Sereña".....Jaxone
Valse "La Maccote".....Audran
Gavotte "Le Reine".....Audran
Song (Comet Solo) "The Lost Chord".....Sullivan
Selection from "Cavalleria Rusticana".....Mascani
God save the King.

VICTORIA RECREATION CLUB.

ANNUAL MEETING.

The annual general meeting of the V.R.C. was held last evening in St. Andrew's Hall, City Hall, when the following members were present:—Messrs. Arthur Chapman, Chairman, F. Lammert, Acting Hon. Secretary, S. A. Seth, acting Hon. Treasurer, P. W. White, M. A. A. Sou, J. W. Blair, T. Blair, L. A. M. A. M. E. I. E. T. C. Swaby, T. Clarke, E. W. Mitchell, C. W. Brett, E. Humphreys, T. C. Gray, J. Coyle, E. B. Hayward, C. H. Grace, E. H. Hazeland, F. L. L. Enfield, J. E. Joseph, W. Armstrong, J. H. R. Hance, T. Meek, C. E. A. Hance, H. M. Bain, J. H. Seth, H. A. Lammert, R. C. W. Mitchell, H. Gidcy, H. S. Davern, J. Rodger and Captain Warrack.

The notice convening the meeting having been read, the Chairman said:—Gentlemen, the report and statement of accounts having been in your hands for some days we will, if you have no objection, follow the usual custom and take them as read. This meeting is held later than usual, the delay being unavoidable owing to the change of secretary and Treasurer. You have all seen the Sub-Committee's reports dealing with the various departments of the Club and there is little left for me to say. I am glad to state that the anticipations of the Boat-House Sub-Committee, to which I referred at the last annual meeting, have been to a great extent realized; considerable interest and keenness in rowing having been shown during the past season. At our Regatta in December last we had the pleasure of welcoming crews from Canton who carried off all the open events. At the Canton Regatta the V.R.C. crews were not successful, but did better than on previous occasions. It is to be hoped that this friendly rivalry will be the means of still further improvement, so that in the near future we may again be successful in our contests. With regard to the unfavourable situation of the Bath-house, to which attention is directed by the Sub-Committee, I am glad to say that this matter has been taken in hand by your Committee, and permission of the Government obtained for the erection of new stages in front of the Club House. This will provide an excellent bath in deeper and, what is of still greater importance, cleaner water than at present. The work will be commenced at once and I hope to see some of our popular aquatic entertainments given there very shortly. The cost of this much-needed improvement will be \$800. The report of the Gymnasium Sub-Committee is again very disappointing. The bar account shows a good result. I am sorry that the Balance Sheet for 1904 is not more satisfactory, although on the whole things are not so bad as appears at first sight. Taking the working for the year of the Club as a whole, various departments there is a debit balance of only \$41.13. On the 31st December, 1904, the Club was \$549.62 better off than when we started the year; this being due to the interest on deposits. I am pleased to tell you that after clearing off the debit balance of \$97.48 in working account, this account showed on June 3rd a credit balance of \$401.02, which does not include the interest on deposits, or the balance from bar account, the wisdom of the small increase in annual subscription agreed to at the last general meeting being apparent. The cost of a decent bath, and the new four-oared boat ordered from C.A. per will thus be more than covered. You will observe that \$800 have been transferred from the bar account to the Typing Fund as recommended at the last annual meeting. You were all notified in December last that circumstances had arisen which would delay the handing over of the new site. Your Committee have taken all necessary steps to safeguard the best interests of the Club. The Admiralty withdrew the notice to quit our present premises at Kowloon. I am pleased to say that the V.R.C. Magazine, which was first published about six months ago, shows every prospect of being a lasting success, which would result with more encouragement from members. Before proposing the adoption of the report and accounts I will be pleased to answer any questions to the best of my ability.

There being no questions the motion was put to the meeting. Mr. T. C. Gray seconded and it was carried.
Mr. E. W. Mitchell then proposed the re-election of Mr. Chapman as chairman, in a eulogistic terms, and Mr. Pearce seconded; it was carried unanimously. Mr. Chapman thanking them for the honour done him, and promising to do all he could to further the interests of the V.R.C. while he is in the Colony. (Applause.)
On the proposal of Mr. F. White, seconded by Mr. Blair, Mr. F. Lammert was unanimously elected Hon. Secretary; while Mr. J. Hance's proposal, seconded by Mr. C. Hance, that Mr. S. A. Seth be elected Hon. Treasurer was also unanimously carried.

The following committees were then elected:—
Ballroom Committee:—Messrs. Armstrong, Caldwell, Grace, Gray, Hazeland, Meek, Mitchell and Rodgers.
Balloting Committee:—Messrs. Crickland, E. A. Hance, J. H. R. Hance, Henderson, H. A. Lammert, M. Cliver, A. P. Nobbs, T. E. Pearce, F. W. White, and R. C. W. Mitchell.
This concluded the business, and with a vote of thanks to the Chair the meeting terminated.

MR. ARATHOON SETH HONoured.

LONG SERVICE MEDAL CONFERRED UPON HIM.

It is with the greatest pleasure that we have to announce the fact that His Majesty the King has conferred upon Mr. Arathoon Seth, Registrar of the Supreme Court of Hongkong, Official Trustee and Registrar of Companies, the coveted distinction of the medal for long and meritorious service under the Government. Mr. Seth received notice from the Governor to-day to the effect that the long service medal had been conferred upon him, and no doubt, the official notification will appear in the *Gazette* which is published to-night. The legion of friends which Mr. Seth has gathered around him during his long and honourable connection with the Civil Service of the Colony will rejoice at the distinction so worthily gained by Mr. Seth, especially when it is remembered that he is the first holder of the office of Registrar who has received this mark of Royal favour, only three members of the Civil Service of Hongkong have received the medal for long service in the past—Captain Murray Lumsey, Mr. Bruce Shepherd and Mr. Ford, and all these gentlemen have retired. Mr. Seth is still actively engaged in his duties at the Supreme Court, and is likely to continue in harness for some time to come.

Mr. Arathoon Seth, who is a barrister-at-law has had a period of 33 years' unbroken service in the Civil Service. He joined the Magistracy as Hindustani Interpreter in 1868, but in the following year resigned the service to take up an appointment with the P. & O. Company. Two years later he was back at the Magistracy as 3rd clerk and from 1872 until to-day he has gradually worked his way up to the position which he now holds. He was chief clerk at the Colonial Secretary's office and Clerk of Councils in 1881, and was made a Justice of the Peace two years afterwards. He has been Valuer under the Rating Ordinance, Superintendent of Opium Revenue and Superintendent of Imports and Exports, in addition to other duties, Acting Deputy Land Officer, and was seconded for service as Secretary to the Board constituted under the Tapinghian's assumption Ordinance, 1884. He first got an idea of the Registrar's duties in 1895 when he became Acting Deputy Registrar. For a time he was Acting Assistant Registrar General, then in 1898, Acting Registrar and finally his appointment as Registrar of the Supreme Court, Registrar of Companies, and Official Administrator and Official Trustee, was confirmed on May 10th, 1904. He was called to the Bar at Lincoln's Inn in 1893 in all his dealings, Mr. Seth has proved an exceedingly genial and able official, and this latest mark of appreciation from the Crown will evoke congratulations from every side.

PRINCIPALS AND THEIR COMPROMISES.

IN BANKRUPTCY MATTERS.

The interesting bankruptcy case of the Ching Hop firm, in which it will be remembered application was made and granted last week for the release from prison of one of the partners, was again brought before the notice of the Chief Justice this morning, when Mr. F. B. L. Bowley (Messrs. Denys and Bowley), appearing for petitioning creditors, and proceeded with an application for a receiving order.

The petition, he said, was presented by some twenty creditors, and the material allegations were that the Ching Hop firm, who had for several years carried on business at 183 Wing Lok Street, were indebted to their creditors in the aggregate sum of \$107,641.13, the acts of bankruptcy including notice of the suspension of payment of debts and the fact that the two principal partners had absented themselves from their usual place of business. Mr. Bowley was proceeding with his application when

His Lordship observed:—Supposing this petition was presented by the compromisers without the knowledge of their principals? I quite understand the position of the compromisers; but, as I said the other day, I must have some sort of evidence that the presentation of the petition is authorised by the principals.

Mr. Bowley—Your Lordship understands that the compromisers are responsible for all these debts.

His Lordship—If that is so; if you put it on that ground it is a petition by the compromisers and not by the principals.

Mr. Bowley—If they are regarded as sureties for the debts, as principal clerks in the offices, they are entitled to use the names of their principals.

His Lordship—There must be some sort of authority to the Court showing that the compromisers are authorised to present petitions.

Mr. Bowley—I have authorities in my hand. One of them says:—We authorise our compromisers to use our name in bankruptcy proceedings.

His Lordship—That clears it.
Mr. Bowley said he would file the authority.

His Lordship—You have the authority of all the principals mentioned—all those who are acting by compromisers?

Mr. Bowley—Yes.
His Lordship—They must be filed on the record.

Mr. Bowley, proceeding with his application, stated that on or about the 8th June the Ching Hop firm gave notice that they were about to suspend payment of their debts.

His Lordship—Was that a verbal or written notice?
Mr. Bowley—A verbal notice my Lord. That is sufficient; I can quote Williams on Bankruptcy.

His Lordship—There must be some formal evidence to the Court.
Mr. Bowley—In this case we have the statement in the petition, verified by the affidavits, and I would submit that that would be sufficient proof.

two days' notice required by section 7, subsection 5 of the Ordinance. He has not served notice with any notice of objection and I submit he cannot be heard.

Mr. Goldring—The summons was only served yesterday.

Mr. Bowley—He says he appears for the debtor. The petition was served on the debtor a long time ago.

Mr. Goldring—I had no idea the bankruptcy was coming on to-day.

Mr. Bowley—The debtor had 14 days within which to give notice.

Mr. Goldring—I submit that in this case the Ordinance does not apply. That means that where a debt is to be disputed—

His Lordship—You are not going to dispute any of the statements?

Mr. Goldring—I am only taking objection to the form of the petition.

His Lordship—I don't see any objection to that.

Mr. Bowley—The section says:—"Shewing cause against the petition." I submit he must give two days' notice, stating the grounds on which he is going to object.

His Lordship—If that is so, I shall adjourn the case in order to allow him to give notice.

Mr. Goldring—My objections are that the petitioning creditors must be signed by the petitioning creditors, and it is not. It is perfectly clear that if bankruptcy petitions must be signed by the petitioners they cannot be signed by the compromisers.

His Lordship—It says "signed by the petitioning creditors."

Mr. Goldring—And further, the Bankruptcy Rule 259 says—

His Lordship—Does the Rule apply?

Mr. Goldring—Yes.

Mr. Goldring—The Rule clearly contemplated that the petition should be signed by the petitioning creditors.

Mr. Bowley—The Rule my friend just quoted does not apply to the procedure of this Court.

His Lordship—Under any circumstances, a bankruptcy petition must be signed by the petitioning creditors, and I see this petition is signed by the compromisers in my presence, and then follow the signatures. These are the signatures of the compromisers.

Mr. Bowley—I would submit that in the absence of any expressed Rule on the subject, the petition being signed by the agents is sufficient.

His Lordship—That is not an accurate statement. They are not compromisers.

Mr. Bowley pointed out that that was an oversight. At the same time a great many of the petitioners were signatories. There were 20 petitioners of whom Messrs. Siemssen & Co., Melchers & Co., Meyerink & Co., W. G. Humphreys & Co., Sander, Wieler & Co., Bradley & Co., and Gimsmann & Co. were filled in by the compromisers' names.

His Lordship—The question for you is whether you wish to amend your petition by bringing in the principals or striking out all those other people. It is one way or the other.

Mr. Bowley—Will your Lordship allow the proceedings to proceed, treating two of them as the petitioning creditors?

His Lordship—So then you will have the petitioning creditors reduced to two?

Mr. Bowley—Yes, my Lord.

Mr. Goldring—The petition will have to be re-served on amendment.

His Lordship—Is that so?

Mr. Goldring—Certainly, my Lord. The petition is either good or bad. If you consider it bad and give leave to amend, it must be re-served.

Mr. Bowley—The local Ordinance, unfortunately does not follow the home Ordinance.

Mr. Goldring—The petition is bad, and therefore must be re-served.

At this stage His Lordship adjourned the hearing till 2 o'clock.

The point was discussed after the adjournment His Lordship eventually holding that the amendments of the petition did not vitiate it as to warrant it being dismissed, and also that there was no necessity for the document to be re-served.

Mr. Bowley then proceeded to call evidence for the purpose of proving the specific acts of bankruptcy. During the argument which ensued His Lordship said that the fact of one of the partners of the firm having absconded could not be taken as an act of bankruptcy against the firm. It is not every act of bankruptcy committed by one of the partners which entitled one to a receiving order against the firm; it was only those acts of bankruptcy relating to the property or business of the firm. The case in dispute was a purely personal act.

Mr. Goldring said there was not the slightest necessity for the present bankruptcy being put on the file. There was a petition in bankruptcy against the firm and also an interim receiving order. The matter had burdened the estate with a very large amount of costs. He asked that the order be dismissed.

After argument it was decided to discuss the question of consolidation on Monday.

THE ARMED ROBBERY.

IN CHINESE TERRITORY.

The case in which the extradition of two Chinamen was sought by the Chinese authorities or being implicated and taking part in an armed robbery in Chinese territory, under circumstances recorded in these columns in our last issue, was resumed before Mr. F. A. Hazeland this afternoon, when Inspector Gauld testified to the identification of the defendants.

Mr. Hursthouse briefly referred to the summing up of the Chief Justice in the case recorded two days ago, especially as regards the fact that the men, whose extradition was sought, had produced no evidence as to their nationality.

Sun Kin Kwong, examined by Mr. Hursthouse, said he was an interpreter at the Central Police Station. He was present when the first defendant was charged on the 25th of March, 1905. After explaining the charge to him, the defendant made a statement, which witness took down and defendant signed. In that statement defendant said he had nothing to do with the occurrence. The second defendant was also charged, he also making a statement which he subsequently signed.

The second defendant said he took no part in the robbery as he came to Hongkong the year before last.

The case was again remanded for a week.

SHIPPING INTELSAM.

WORK FOR THE DOCKS.

The German steamer *Drankhild* which leaves for Saigon this morning, says the *Manila Cable*, will take 15th inst. to load a cargo of rice, will take in tow the American ship *Kantankirk* which goes to Hongkong for repairs. The *Drankhild* will not take the sailing vessel all the way over, but simply give her a start, and take her clear of the coast.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE "SAMSON" CASE.

TERMS OF THE JUDGMENT.

[From Our Own Correspondent.]

Shanghai, 30th June, 12.35 p.m.

In the *Samson* case, judgment has been given for the plaintiff in the sum of Taels 19,000 less the amount due for taking the *Samson* to Japan. The defendant is allowed Taels 40,000 in respect of the purchase of the *Edendate* and Taels 1,000 for medical stores.

[In this case, Alexander Pavloff, the Russian Minister to Korea, sued Thomas C. R. Ward in the sum of 10,000 taels on the ground that the defendant had prejudicially by selling the vessel in the steamship *Samson* by selling the vessel, in March last, without plaintiff's consent or authority. It was alleged by the plaintiff that the vessel had been sold for 40,000 taels. The defendant, in reply, said the vessel was sold for 57,000 taels, and alleged that plaintiff was neither the beneficial nor the actual owner of the *Samson*. In all the transactions connected with the vessel, the plaintiff had acted as the representative of the Russian Government, which was indebted to the defendant, in a sum largely exceeding the value of the *Samson*. In October, 1904, a scheme, it was averred, was arranged to send medical supplies and accessories into Port Arthur, ostensibly under the auspices of the Red Cross Society, but with the real intention of enabling the defence to be prolonged. The plaintiff agreed with the defendant to purchase the *Samson* and another vessel to be used as a hospital ship and also the purchase of a quantity of stores and accessories. The *Samson* sailed for Port Arthur on or about the 27th October, but was detained and refused access to the port by the Japanese Government. The defendant also alleged that the *Edendate* is purchased for 100,000 taels to be used as a hospital ship, but the scheme fell through and the defendant had to pay 40,000 taels on account of medical supplies. The plaintiff, it was further alleged, agreed to pay the defendant the sum of 25,000 taels, and to procure him a Russian decoration for his work in connection with the scheme. The defendant alleged that the plaintiff was indebted to him for payments *inter alia* in respect of insurance, dock charges, stores and wages for the captain and crew of the *Samson* to the amount of 17,250 taels. The set-off was as follows: Medical supplies 1,000 taels; payments in respect of liability to *Edendate* 40,000 taels; Agreed remuneration 10,885 taels; payments in respect of *Samson* 17,250 taels; total 23,140 taels. By sale of *Samson* 57,000 taels, leaving a balance due to defendant of 146,108 taels. In Court it was agreed to amend the reply so as to read that Messrs. Kristensen and Co. were the purchasers of the medical stores for the defendant. The jury found that the plaintiff purchased the *Samson* on behalf of the Russian Government; that defendant had no authority to sell the *Samson*, but he had authority to purchase the *Edendate*. The defendant had also the right to purchase medical stores. The jury found that the purchase of the *Edendate* was cancelled for 40,000 taels paid to Kristensen and Co., and that sum was deducted out of the sale price of the *Samson* when resold to the Shanghai Tug and Lighter Co. The legal arguments were heard with the result as given in our telegram above.—Ed. H. K. T.]

RAUB.

MAY-JUNE CRUSHING.

Result of work for four weeks ending 17th June:

Rukit Koman—3,033 tons of stone, 476 oz.

gold average 3.11 dwts. per ton.

Rukit Malacca—1,300 tons of stone, 67 oz.

gold average 1.10 dwts. per ton.

HOUSEBOYS AGAIN.

A houseboy in the employ of Carl Heuser, of No. 3, Mosque Terrace, charged his master with assaulting him on the 24th inst., and a cross-summons was taken out by defendant against the boy for disobeying lawful orders. The boy said on the day in question he went out for a walk, but feeling unwell, returned to the house and went to bed. His master returned at 12.30 a.m., after dining out and called the boy to bring in his basket. As he was doing this his master said he was lazy and slapped his face. Mr. Heuser said that on the day in question he went out for a bathing picnic, and when he returned home he found there were no towels in his room, and when he called his boy to get some the latter appeared angry and began throwing clothes and things about the room when he feeling very much annoyed at the boy's behaviour, slapped him on the face. Mr. G. N. Crme, before whom the case was tried, said that he would dismiss both summonses. There had been some provocation on the boy's behaviour and he cautioned him to behave himself in future, and also warned Mr. Heuser to be careful in dealing with his employees.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 3rd prox.

Canadian (*Repress of Japan*) 3rd prox.

German (*Darmstadt*) 4th prox.

German (*Scharnhorst*) 5th prox.

Indian (*Letting*) 10th prox.

Canadian (*Athenian*) 18th prox.

The *s.s. Denbighshire* left Singapore on 29th inst., and is due here on 5

TELEGRAMS.

[Ruler's]

Prince Arisugawa in England.

LONDON, 28th June.

At Buckingham Palace, the King conducted the Princess Arisugawa to dinner and Prince Arisugawa conducted the Queen. No speeches were made. The guests included the Duke and Duchess of Connaught, Lord Lansdowne, Lord Rosebery, Earl Spencer, Mr. Balfour, Viscount Hayashi and the Secretary of the Legation. A concert followed the dinner.

The Duke of Connaught yesterday conferred the Grand Cross of the Order of the Bath on Prince Arisugawa.

France and Germany.

Prince von Radolin has presented Germany's reply to the French note. It is understood that the reply insists on the necessity for a Congress; it considers the previous discussion on the scope of the Congress unnecessary; but the general tenor is so amicable that it appears to facilitate the purely formal concessions to which Germany appears to attach value, and makes it difficult for France to refuse the Conference, especially as her exceptional position on the Moroccan frontier is fully acknowledged.

The prohibition to transmit arms, which has already placed the Sultan's force at Ujda in a critical position, has been withdrawn.

Later.

The Times, in an article welcoming Prince Arisugawa, says that no news could be more welcome to the British than an extension of the alliance. Prince Arisugawa has authorized a statement that he is greatly enjoying his visit and that he is highly gratified with the welcome extended to him on all sides. In the afternoon, the Prince visited the Admiralty and in the evening was present at a party given at the Legation by Viscount Hayashi.

France and Morocco.

There is a general feeling that the sting has been taken out of the Moroccan question by the conciliatory tone of Germany, who pointing out that as it was Morocco and not Germany who proposed a Conference, the latter could not limit the discussion, and who displays a disposition to utilise the Moroccan dummy later for the purpose of meeting the views of France.

[N. C. D. News.]

News from the Front.

Tokyo, 28th June.

A Press dispatch from the Yehdich region reports that the Japanese drove out three thousand Russian infantry and cavalry and three guns, and occupied Nanshancheng, north of Wankonsokou.

Two Japanese were killed, and fourteen wounded. The Russians left forty dead on the field, and their casualties are supposed to be over three hundred.

Later.

It is officially announced that the detachment detailed to drive off the Russian force which has been making its way south since the 20th inst., near Nanshancheng, occupied the north-western height of Nanshancheng in the afternoon of the 22nd, and attacked from the north-west. The Russians were thrown into confusion, and a part of them retreated, but those on the western height made a continuous stubborn resistance. The Japanese carried this western height with a few men charge at 6 p.m., and were subsequently hotly engaged on the northern height.

A part of the Japanese turned to the north-east of Tapingtientsze, about two miles north-west of Nanshancheng, in order to cut off the retreat of the disordered Russian infantry and cavalry, who hoisted the Red Cross in the hope of escaping the firing; but they were routed to the northward, thanks to a furious fire.

The Russian strength was about three thousand men with several guns. They left over fifty dead on the field, and their casualties are supposed to be over three hundred.

Two Japanese were killed, and seventeen officers and men wounded.

The Japanese Advance in North-east Korea.

Tokyo, 25th June.

It is learnt that the Japanese vanguard is twenty-five miles beyond Kuongsong.

The Battle of Tushima.

Tokyo, 25th June.

The dispatches sent to the Tsar by Admirals Rozhdestvensky and Nibogoff have been published.

The former states that the *Kniaz Suvoroff* was out-rigged at 2.30 p.m. on the 27th ult., and at 3.30 p.m. Admiral Rozhdestvensky, with a part of his staff, in an unconscious condition, was removed to the destroyer *Budoi*, and on the next day to the destroyer *Bodov*. He learned that Admiral Nibogoff was at Sasebo on the 31st of May.

Admiral Rozhdestvensky was also allowed to write on the 12th inst. His words were: "Hearing of the surrender of the *Orel*, *Nichol*, *I. Seniov*, and *Abraxine*, I lost my self-possession, and consider myself only responsible."

The Tsar has not yet replied to the telegrams of Admirals Rozhdestvensky and Nibogoff regarding the disposal of the officers who surrendered, and have indicated that they prefer to remain prisoners. They will be given quarters pending the Tsar's reply.

An old Chinaman, living at Jardine, Nazaar, was yesterday performing his ablutions in the verandah, and on completion threw the water into the street, without first looking to see that the course was clear. The dirty water drenched a young Chinese girl who was passing, and she went and complained to her brother. The latter thereupon called upon the old man to come outside and settle the matter, which he did after concealing a chopper up his sleeve. Meeting the girl's brother he aimed a blow at him and nearly severed the little finger of his left hand, and the young man then seized the chopper and cut his assailant over the head and on the foot. They were arrested and placed before Mr. G. N. Orme this morning, when the "chopper-man" who had a previous conviction on record against him, was fined \$10 and ordered to pay \$2 compensation to the young man for the chopper fight, and also enter into a personal bond for \$50 to be of good behaviour for twelve months. The young man was discharged, but was ordered to enter into a similar bond.

THE ANNUAL MEETING.

INTERESTING DISCUSSION.

[Concluded from Tuesday.]

In the report of the interesting meeting of shareholders in S. C. Farham, Boyd & Co., Ltd., held at Shanghai on Friday last, reproduced in these columns on Tuesday, we gave but a brief summary of Mr. Twentyman's reply to Mr. F. E. Taylor's strong criticisms on the managing director's conduct of the business of the Company, with special reference to the negotiations for a so-called proposed sale of the Company's business to a London syndicate. To-day we received a copy of the full report of the proceedings of that most interesting meeting and in continuation of the report given on Tuesday, now print the following extract for which we are indebted to the columns of the *N. C. D. News*:

MR. TWENTYMAN'S REPLY TO MR. TAYLOR.

The Chairman.—In reply to Mr. Taylor I have first of all to say that the reduction of capital was never put to the shareholders. It was never brought before the meeting. It was only suggested that circulars should be sent out to that effect.

Mr. Taylor.—You said you thought it advisable, yourself.

The Chairman.—The whole of Mr. Taylor's speech was practically levelled against me all through.

Mr. Taylor.—It was. The Chairman.—My shoulders, however, are broad enough to stand his vituperation and comment. I can assure you it runs off my back like water off a duck's back. I feel that I have had the best interests of the Company at heart. I defy him to show one instance of my not having acted for the best interests of the Company. It is true that the Articles of Association give me great power, but, in all instances, the shareholders must admit, everything has been brought before them to carry themselves, and we have never used that power. What I say is correct, there is no question about it. It is true that I went home on the company's business, at my own expense. Up to the present moment neither I nor Mr. Prentice have charged the company one cash, but for your information I may tell you that I shall certainly do so. The thing needs no comment. We have not done anything wrong. According to Mr. Taylor's method of speaking, he tries to persuade us that we have done something that is terrible, and we begin to wonder what it is. Mr. Taylor says there has been a huge increase in the shipping at this port. That may be so, but ever since the companies have been amalgamated, we have been, so to speak, plunged in war. Take the wharf during the past year. Sometimes for weeks there was not a ship lying alongside. Yet, now, the China and Japan war had the same effect. With regard to the Directors' salaries, Mr. Taylor has made certain suggestions, and has commented upon people leaving our employ. People leave because they do not get enough, and those who get them give them larger salaries. To use a vulgarism, I am not speaking through my hat. I know what I am talking about. Mr. Johnston left while I was away.

Mr. Johnston.—No, I did not. I told you before you left that I was leaving.

The Chairman.—You left in a fit of temper. A shareholder.—Rats!

THE CHAIRMAN'S INTIMATION.

The Chairman.—You had better be careful what you are saying, Mr. Johnston. You know what hold I have over you. You had better be careful.

Mr. F. E. Taylor.—No shareholder ought to be intimidated. (Applause.)

The Chairman.—I am not intimidating. Mr. Johnston knows to what I allude. With regard to Mr. Taylor's assertion that we have lost work that we might have had. If we send in an estimate at practically cost price, surely it is better to lose the work than to lose money. I know money was lost on the particular ship alluded to. With regard to Stock Exchange gambling, it is a thing we do not want to interfere in. (Loud Laughter.) You may laugh, but I will make no further comment on it. My hands are clean. Mr. Taylor said I was a dictator. Why? I have always consulted the shareholders. We had power to go to London and sell the company, and bring it before the shareholders afterwards, but as it was such a huge undertaking we consulted the shareholders first. Owing to the negotiations being through we are in no worse position than we were before. I do not think it is necessary to extend the discussion further, as I think I have said all that is necessary. I can quite understand Mr. Taylor having a bitter feeling if he has lost money. If he has, all I can say is that I am sorry for him, and for anyone else who has done so. I still repeat and maintain that the company is in a satisfactory way. We have nothing to complain about. We have a good credit balance at the bank, and the accounts for the year are before you. I am quite prepared to give you any explanations with regard to the accounts.

Mr. Taylor.—With regard to the shipping, what I told you is quite true. The entries at this Port—I have looked up the statistics since 1901—have increased by nearly 1,000,000 tons.

The Chairman.—That may be so, but the Dock and Wharf Company have not got the work all the same. Certainly it did not come here. Perhaps some of the ships only got as far as Wookung.

The Chairman then proposed the following resolution, which was seconded by Mr. Prentice:—That the report and accounts of the Company made up to the 30th of April last, as printed and circulated, be adopted and approved, and that the directors be authorised to pay a final dividend at the rate of 18 per share to shareholders on the register at this date.

The resolution was carried, the majority of the shareholders present abstaining from voting. It was then proposed by Mr. J. Young, seconded by Mr. W. A. C. Platt, that Mr. S. Groundwater be re-elected a director. Most present abstained from voting on this also, but it was nevertheless carried.

It was then proposed by Mr. W. S. Jackson, seconded by Mr. W. Murray, that Messrs. G. D. Scott, and Mr. J. D. Thorburn be re-elected auditors for the present year.

Mr. Butler.—I notice that in the assets are comprised pumps, and sundry other things, such as shears, etc. How can the auditors get the value of these miscellaneous things. I don't think it is fair to compel them to make a statement that these things are worth so much. The stock is put down as according to statement in the books, and I can only judge from that that the shears, pumps, etc., have been put down at cost price. I should like to ask if anything is allowed for depreciation.

PROPERTY DOUBTER'S BOOK VALUE.

The Chairman.—When we amalgamated, the shareholders in one instance got one share for one, in another two for one, and in another three for one. That raised the capital to £15,520,000. This has already been explained to you. The property on the other side had to balance that amount, so was raised up accordingly. I don't think anything was put down on shears, but only on land and machinery, to make the books balance. For your information I may tell you that we had the property valued to keep us right, and I think the value

was more than double what it stands at in the books to-day. We are therefore perfectly safe on that score, and so are the auditors. The machinery was valued by Messrs. Wilson and Wells, the property and buildings by Messrs. Scott and Carter, and Mr. Dowdall. The entire property was valued at £15,100,000. The valuation was therefore more than twice our capital. (Applause.)

The resolution appointing the auditors was then carried, the business of the meeting came to an end.

REDUCTION OF CAPITAL.

The secretary then read the notice convening the extraordinary general meeting.

The Chairman.—Before going on with my speech, I would like to say that the directors do not wish to force this scheme on you. You have the matter in your own hands. If any shareholder wishes, he can have debentures for £15,200. We have the power to give them, and a money comes in that we have outstanding it will be applied to this purpose. With regard to the sale of the Old Dock, this is the principle of the whole thing. A few years ago I thought it would be vandalism to sell such productive property. An unfortunate clause in the Articles of Association prevents our disposing of this property, and I want that clause taken out so that we can sell it if we have a good offer, and not lose the chance by the delay of calling a meeting to sanction the scheme. Gentlemen, you have had the notice convening this extraordinary meeting in your hands for some time, and the principal object the directors have in view is, to try and satisfy those of you who consider a reduction of capital would be beneficial. In my speech this afternoon, I endeavoured to make it plain to you how the capital assumed the present proportions and it must be patent to you, the Directors had the best possible intentions in putting the shareholders of each company on an equal financial basis. It is not the first time, gentlemen, we have essayed to do this in order to satisfy certain shareholders, and we are of opinion that by the reduction we will eventually ourselves obtain a position to obtain better dividends, provided the business goes on increasing. The principal point to be borne in mind is, you have a large amount of valuable land which I am free to admit is unproductive capital at the moment, and it was necessary to call this meeting to get your consent, and to give the directors power to sell the Old Dock and unused land, and return you any monies, the result of such sale.

NO DIFFERENCE IN MARKET VALUE OF SHARES.

By returning you now 20s per share, we do not think it will ultimately make any appreciable difference in the market value of the shares. When the mortgages, etc., we have, are paid off, the amount could be applied for the reduction of the loan we propose to obtain to enable us to return you the 20s. The reserve fund very nearly represents the amount returned to you, without considering any advantage which may be gained by the sale of the land. About two years since, it was under consideration to reduce the capital by issuing debentures, and I may tell you that this scheme had been adopted the probability is a good many of the debentures would have been redeemed; as a proof of this, I refer you to our reserve fund, which stands at a million and a half, and a good deal of this could have been applied in this way, and as the debentures were bought would have been cancelled and would have enabled us to pay you larger dividends from the amount saved by the purchase of the debentures. We are met here with, I hope, one desire, and that is to promote the welfare of this Company. If the majority are in favour of a reduction of capital then I trust those of the minority will accept the decision gracefully; if not, the other hand it is decided no reduction shall take place, then those who are in favour of a reduction must bow to the inevitable. We are desirous of doing all we can in meet your views, and I will now put the resolution to the meeting.

THE RESOLUTIONS.

The Chairman then proposed, and Mr. von Rucker seconded, the following resolutions:—

1.—To modify the constitution of the Company so as to enable it at any time to dispose of its surplus assets, including the Old Dock, to the best advantage.

2.—To return to the Shareholders, in cash, the sum of £15,200 for every share in the existing Company, which will be done in the following manner: that is say a New Company will be formed which will take over the undertaking of the Old, and, as consideration, will pay to the registered holder of every share in the present Company £15,200 in cash and will pay to the registered holder a fully paid-up share in the New Company of the nominal value of £15,200.

3.—The capital of the New Company will be £15,416,000, divided into 552,000 shares of £15,200 each. The sum of £15,416,000 will be required for the cash payment to shareholders and arrangements have been made with our Bankers for providing the amount.

4.—This sum of £15,416,000 will be subject to interest at the rate of 7 per cent per annum, so assuming the returns are equal to 12 per cent per annum of the capital of the Company, this reconstruction will mean a saving of 5 per cent, and, if the returns allow large dividends to be paid, the saving will be correspondingly increased. Further, if we succeed in selling a portion of the Company's property, the amount received will be applied in reducing the overdraft. This reduction of capital will have no effect on the earning power of the Company, which will remain the same.

A DANGEROUS METHOD.

Mr. Thos. Weir.—Before putting this resolution I arise, as one of the original shareholders, and though a very small one, one who has been interested in the company a very long time, possibly longer than any present. I have the best interests of the company at heart. As I have already mentioned to the chairman and other directors, I cannot help thinking that the shareholders should think very carefully before passing the resolution. In the first place the idea is, I understand, that the company may be able to reduce its capital. The method taken for reducing the capital at the present time is, I think, a most dangerous one. If the directors had come forward and said "We have a reserve fund of £15,000,000 and we wish to reduce the capital and pay it off by certain instalments from the reserve fund" then I am sure every shareholder would have been delighted. If three or four years ago such an idea as borrowing money had been thought of, it would have been a very light matter. Unfortunately we are not in the position that we were three, two, or even one year ago. For a company to saddle itself with debt at a time when we must face complications seems a very serious matter, because we are responsible for this debt. We have to pay interest on it, whether we make it or not. According to this statement £15,416,000 will be subject to interest at 7 per cent per annum. Assuming the return to be 12 per cent, there will be 5 per cent over, and if it is more, there will be a competitor.

But we cannot shut our eyes to the fact that in a very short time there will be a fine dock in Shanghai which will undoubtedly prove something of a competitor to this company. We know that already the Arsenal has made arrangements to do outside work, and while we do not like it, we cannot help it unless the directors are able through the British Minister

or other Minister, to prevent the Government competing with a mercantile business. Until we succeed in so doing, we have something staring us in the face that will in a few years time seriously compete with us, and probably take something out of our dividends.

N. V. S. HONGKONG DOCKS.

There is another thing I would remind you of, and that is that Butterfield and Swire have a very fine dock in Hongkong nearing completion. It will be quite capable of taking any steamer of the China Navigation Co. if they like, and it is therefore very unlikely that the shareholders will send their ships to be docked elsewhere. How are we going to get 12 per cent in these days of competition? It means that in a short time we shall possibly have less work, with less money to do it. It would therefore be much better for us to return the capital out of the reserve fund and not have any debt. If it was necessary to borrow this money for improvement of the company's plant to enable us to compete with rivals in China and Japan, we should then be able to do it. If it was borrowed money to improve and strengthen the business we should all vote in favour of it. But I think it is a very serious matter, and

A SUICIDAL POLICY.

If the company votes for borrowing money when we have competition and we do not know where it will end. We cannot amalgamate with Butterfield and Swire, and we cannot purchase their dock. The next thing is the reconstruction of the company. For one thing the shareholders are asked to give the directors power to sell their property without reference to the shareholders. They will be able to sell anything, and to do just as they like. I was only going to say that we have experienced directors here who have borne the heat and the burden of the day. But a man cannot work for ever, and others may come along who do not know the state of affairs as well as the present directors do. We can't tell what other people will do. They will inherit this power. (Applause.) In the next place I understand this is with a view to selling the Old Dock property. I am quite sure that when a suitable offer for the sale of the Old Dock is made, if a meeting of shareholders is called they will all come and vote in favour of it. But there is no necessity to pass a resolution until the time comes. I should like to move an amendment.

Mr. Twentyman.—You should have given seven days' notice. (Uproar.)

Mr. Weir.—I hope all the shareholders understand the serious nature of what we are asked to do. I hope they will vote against these resolutions.

The Chairman.—You can vote against them. This clause is perfectly clear—seven days' notice of an amendment must be given. That does not preclude your recording your vote against the resolutions. The directors do not wish to take any advantage.

Mr. Weir.—I understood the clause only applied to motions. What I was going to propose was an amendment to the Company be not reconstructed and that this money be not borrowed.

Mr. Platt.—That is a negative then.

COMPETITION DISCOUNTED.

The Chairman.—With regard to the reduction of capital, I have explained that if you don't want it you can vote against it. Mr. Weir takes it very seriously to heart. When talking about the sale of land he forgot that we have land to sell, more land than we want. We consider the Old Dock a very valuable piece of property. In Shanghai we have been facing competition for a long time. I am afraid Mr. Weir is one of Job's comforters. I do not think the Arsenal Dock will affect us. We have tried to stir up the officials about it. They have taken away some of our men, by offering double the pay they were receiving from us. They have not, however, made a very brilliant start. One ship they have docked has turned over. We shall, however, watch them. I think Butterfield and Swire's dock is more a menace to the Hongkong and Whampoa Dock Co. Mr. Taylor talked about a certain ship going to Hongkong. We let her go because we could not repair her at her price. We don't suffer very much from Hongkong or Japan, in fact the Japanese give us work, though not very much. It is scarcely fair to chase a wolf before it comes along. I don't care a hang about the reduction of capital, except in the interests of the company. It will saddle us with £15,416,000 per annum. I cannot make that and a dividend besides, the sooner we shut up shop the better. (Applause.) With regard to the sale of plant, we have all the time been selling it, and we try to get the best prices possible. As to the increase of our machinery, we are only working at about a third of our capacity. I think I am right in saying that Mr. Weir's remarks about the improvement of our machinery were due to our having had to send home some work recently. If we had the machine for doing this work we should probably only use it once in five years, and in the meantime would have to pay for it and also for a man to clean it. If we need it we can get more machinery, but I don't see that we want any more than we have. Mr. Weir's ideas are rather opposite to Mr. Taylor's ideas. Mr. Taylor fired shot at us. Mr. Weir supported us, and without being egotistical I think we can say that we have done our best for the company.

The resolutions were then put to the meeting, but not being carried by three-quarters of the shareholders present, were declared lost. The meeting then terminated.

THE OLD EMPLOYEES.

The following letter appears in the *North China Daily News*, of 26th inst:—

Sir, In regard to the reference made by Mr. J. R. Twentyman at Farham Boyd meeting on the 23rd inst., in reply to Mr. F. E. Taylor's remarks,

Mr. Twentyman gave as the reason for Mr. J. R. Twentyman and myself leaving his firm: that we had asked for more than his company cared to pay."

This is absolutely false so far as Mr. Rawsthorne and myself are concerned. We made no attempt to increase our salaries, the first and only intimation S. C. F. & Co. got from us was our resignation.—I am, etc.,

R. B. MAUGHAN.

The Kiangan Dock and Engineering Works, 24th June.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks \$820b. £84 10/-

National Banks 37 b.

Union Insurances 605

Canton Insurances 371 1/2

China Traders 75

Hongkong Fire 302 1/2

China Fire 87 1/2

Indo-China 95

H. & C. M. Steamboats 27 s. & s.

Douglases 35 1/2

China Sugars 214 s.

Rabbs 31 s.

Docks 154 b.

Kowloon Wharf 125 s.

Farnhams 140 b. ex div.

Hongkong Lands 115

Hongkong Hotels 142 s.

Ewo Cottons 41 b.

Green Island Cement 26 1/2

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, JULY 1ST, 1905.

DINNER.

HORS D'OEUVRES.

Canapes a la Windsor.

SOUP.

Mock Turtle Soup.

FISH.

Smoked Fish and Butter Sauce.

ENTREES.

Rabbit a la Francaise.

Stewed Steak a l'Anglaise.

Sweet and Pudding.

CURRY.

Kabob Curry.

JOINTS, &c.

Roast Australian Lamb and Mint Sauce.

Roast Turkey and Sage.

Boiled Bacon and Cabbage.

Cold Veal and Ham Pie and Cucumber and Onion Salad.

SWEETS.

Tapioca and Apple Pudding.

Coffee Ice Cream and Genoa Cake.

Apricot Tart. Topsy Cake.

DESSERT.

Coffee. Fruits. [703]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION,

By order of the Supreme Court of Hongkong and with the approbation of ARATHOON SETH, Esquire, Registrar of the Supreme Court of Hongkong, pursuant to the order for sale made in the above action and dated the 14th day of April, 1905.

THE VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTY, situate at Victoria, in the Colony of Hongkong, ON

MONDAY,

the 17th day of July, 1905, at 3 o'clock P.M., at Messrs. Hughes and Hough's Sales Rooms, Des Vaux Road Central, IN ONE LOT, BEING

ALL that right of Equity of Redemption of A and in SECTIONS A and B of MARINE LOT No. 236 and THE RECLAMATIONS thereto. Together with the Messuages or Tenements thereon, known as Nos. 183, 190 and 191, WING LOK STREET, and Nos. 36, 37, 38 and 39, CONNAUGHT ROAD WEST, Hongkong.

The Property is more particularly delineated on a sale plan thereof which can be inspected at the Offices of Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Vendor.

Sections A and B of Marine Lot No. 236 are held from the Crown for the residue of a term of 999 years from the 25th day of June, 1870, granted by a Crown Lease dated the 7th February, 1870.

The Prays Reclamation to Sections A and B of Marine Lot No. 236 are held upon and under the terms and stipulations of the usual Reclamation Agreement.

The area of the whole of the said Property is 7,124 square feet.

The Crown Rent in respect of the whole Property is \$127-40.

For further particulars and conditions of sale, apply to— Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Plaintiffs in the above Action who have the conduct of the said sale, or to Messrs. EWENS and HARSTON, Solicitors for the Defendant, LI TSUNG PAK, in the said Action, or to Messrs. HUGHES and HOUGH, Government Auctioneers.

Hongkong, 29th June, 1905. [701]

CLEARANCE SALE.

IN ORDER TO MAKE ROOM FOR NEW GOODS.

MADAME JAY'S,

No. 4, Des Vaux Road, will begin

A CLEARANCE SALE,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th "
GLASGOW and LIVERPOOL	"KEEMUN"	14th "
GLASGOW and LIVERPOOL	"PAKLING"	18th "
GLASGOW and LIVERPOOL	"ACHILLES"	28th "
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th "
GLASGOW and LIVERPOOL	"ORESTES"	5th "
GLASGOW and LIVERPOOL	"ULYSSES"	9th "
GLASGOW and LIVERPOOL	"OOPACK"	9th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	9th July.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	18th "
GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	18th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	21st August.
LONDON, AMSTERDAM & ANTWERP	"DOMENEUS"	15th "
GENOA, MARSEILLES & L'POOL	"STENTOR"	15th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	28th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	17th July.
	"MACHAON"	7th August.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	4th July.
	"TELEMACHUS"	15th July.

For Freight, apply to
HONGKONG, 30th June, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOOHAW"	4th July.
MANILA	"TAKING"	5th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"OHINGTU"	10th "
CEBU and ILOILO	"KAIFONG"	11th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
HONGKONG, 30th June, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2510	R. Rodger	MANILA	SATURDAY, 8th July, at Noon.
RUBI	2540	A. H. Nolley	"	SATURDAY, 15th July, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
HONGKONG, 30th June, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

Steamship	About
"INDRAWADI"	31st July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.
HONGKONG, 29th June, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Paper,
Copying Presses, also Automatic Cyclostyle
and Ellipse Duplicator.
HONGKONG, 23rd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOGES ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
HONGKONG, 1st October, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
AUSTRALIAN LINE.
REDUCTION IN PASSAGE RATES,
From 1st January, 1904.
ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Daily qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
HONGKONG, 1st February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,
if tide permits.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 50
cents, Return, 30 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.
MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
HONGKONG, 13th June, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, S'RAMAYA & SAMARANG, FOOSHING		SATURDAY, 1st July, Noon.
SHANGHAI	"WINGSANG"	TUESDAY, 4th July, 3 P.M.
S'GAPORE, PENANG & CALCUTTA, KUMSANG		WEDNESDAY, 5th July, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
HONGKONG, 30th June, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	July 2nd, 1905.
"NUMANTIA"	4,370	Brehmer	July 16th, "
"ARABIA"	4,433	Meitenthin	August 6th, "
"ARAGONIA"	4,198	Schuldt	August 26th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States' Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.
Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.
On SUNDAYS she makes an EXCURSION
TRIP to MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.
The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:
First Class single journey to Canton \$3.00
Second " " " " 1.50
First class single journey {to Macao, 1.00
" " " " {with Cabin 2.00, July 16th, "
" " " " {to Macao, 2.00, August 6th, "
Second " single " " " 1.50
Third " single " " " 1.00
Breakfast, Tiffin or Dinner \$1 each only.
Wine and Spirit of the best brand are used.
The wharf in Hongkong is at the West end
of Wing Lok Street.
The wharf in Macao is the same as the
S.S. "Perseverance."
For further information, apply to the Office of
YUK ON S. S. CO., LD.,
No. 215, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORDH, Macao Agent.
HONGKONG, 17th May, 1905.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"AFRICAN PRINCE,"

Captain MacFarlane, will be despatched for
the above Ports on or about WEDNESDAY,
the 12th July.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
HONGKONG, 28th June, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the
above Ports, on WEDNESDAY, the 12th July,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A daily qualified Surgeon and Stewards are
carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
HONGKONG, 16th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4

Meals " " " " \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S. S. CO., LD., and
YUEN ON S. S. CO., LD.,
No. 6, Queen's Road West.

HONGKONG, 26th June, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. China.

From Persian Gulf, ex B.I.S.N. and B. & P.

S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
11 A.M., TO-DAY.

Goods not cleared by the 4th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

HONGKONG, 28th June, 1905.

"SHELL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"GOLDMOUTH,"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk, into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd July will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 3rd July, at 2 P.M.

All Claims must reach us before the 5th July,
or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.

HONGKONG, 26th June, 1905.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex s.s. Adour and Charante, and
from Bordeaux, ex s.s. Ville de Rochefort,
in connection with above Steamer, are
hereby informed that their Goods, with the
exception of Opium, Tea, and Valuable
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 3rd July, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 3rd July, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 3rd July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

HONGKONG, 26th June, 1905.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SHIMOSA,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
3rd proximo, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

HONGKONG, 24th June, 1905.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINK ROAD, begs most
respectfully to APPEAL to the Residents o-
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
he will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools.
who are taught by the Sisters.

HONGKONG, 29th April, 1905.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon

China, Ceylon, India, and the Far East

generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

available, except for subscribers in Europe or

America.

A special feature is made of full and accur-

ate reports of local occurrences, and of mat-

ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wide circulation than any journal in the Far

East.

Special attention given to effectively display-

ing a ve tisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

the style of type will be adopted.

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

each insertion in the Daily and Weekly

BRITISH BORNEO EXPLORATION.

VARIOUS MINERALS DISCOVERED.

The statutory general meeting of the British Borneo Exploration Company, Limited, was held on Wednesday, May 24th, at the office of Mr. J. Swinburne, E. C. C., Mr. Edmund Davis presiding.

The Secretary (Mr. C. L. Kettledge) read the notice convening the meeting.

The Chairman said: "This being the statutory meeting of the company, convened solely for the purpose of complying with the Companies Act, 1900, therefore there are no resolutions to put before you. The company registered on February 25, 1905, with a capital of £500,000, divided into 400,000 ordinary and 100,000 preference shares of £1 each, the whole of which have been allotted, the ordinary shares, which were issued in 1905, paid, with the 10s. paid on application, 10s. paid, the founders' shares having been issued fully paid to the British Borneo Exploration Company. The total working capital of the company is therefore £500,000, which has all been subscribed, £20,000 having so far been called up. The concession which this company has acquired gives the exclusive rights for a period of fifty years to explore, prospect for, and work minerals, mineral oils, and precious stones in the whole of British North Borneo—some 31,000 square miles—and to take up leases for mining purposes as discoveries are made and proved to be of value, the company undertaking to spend £100,000 per annum in prospecting. The mining leases so taken up will be for periods of nine hundred and ninety-five years at peppercorn rent. No export duty will be charged by the British North Borneo Company to this company and its subsidiaries on minerals, and the company and its subsidiaries have the right at all times of cutting timber for mining purposes on any unalienated lands. The mining and other rights are subject to the exception of such small existing concessions as had been granted prior to June 17, 1902, and to any timber-cutting rights which may for the time being be granted to any other person. The principal discoveries of minerals which have been made in British North Borneo up to the present are manganese, iron, coal, and blue ground, samples of all of which are on the table before you. With regard to the manganese, this occurs in the northern part of the island, where a deep-water harbour is available, the greatest distance of pre-existence from the sea being about eight miles. The field has been examined by two experts, viz., Messrs. J. A. Chalmers and C. J. Head, who both reported favourably upon it. Their reports are open for inspection by any shareholder who desires to see them.

THE WORK DONE.

A considerable amount of development work was done by the company's engineers (Mr. J. C. Robertson) while employed by the syndicate, our predecessor in this. One of his reports states that there are about 100,000 tons of manganese ore in sight, of which 20,000 tons are merchantable ore and 40,000 tons require concentration. We are constructing seven and a half miles of light railway from the principal manganese deposits to the shore, and a jetty for the shipment of the ore. This work should be executed before the end of the present year, and the company should then be in a position to commence shipments. Mr. Head, in his report, estimated that, for the first twelve months of operations, the company would be in a position to ship 25,000 tons of good, marketable ore, and thereafter, provide the development and opening up of the other facilities be proceeded with, an output of at least some 40,000 to 50,000 tons annually could be easily maintained, and this, for, say, the next twenty-five years. Calculations based on the present market value of manganese indicated that on the company's high-grade ore there should be a very substantial profit, which may possibly be considerably increased when regular large shipments enable the mining and transport costs to be reduced to a minimum. As regards iron, the principal discovery that has been made is situated about 40 miles inland from the Bay of Sandakan, on the east coast of the island, and the engineer who reported to the syndicate on the find estimated that there were fully 1,500,000 tons of ore exposed on the surface alone. Samples taken from various points indicate this ore to be of excellent quality, an average of eight samples having shown 65 per cent. of metallic iron. Another discovery of iron has recently been made about 35 miles inland due south of the manganese deposits. This is stated to be a rich deposit covering a large area, and an assayed sample gave 75 per cent. of metallic iron. We have now received a bulk sample of about five tons of blue ground, and we are taking the necessary steps to have the same washed to ascertain whether it is a diamondiferous or not. A discovery of smelter fuel coal was recently reported by Mr. Robertson to have been made at Jambongan, which is a small island north-east of Borneo. We are carrying on active prospecting operations to locate the seam from which this coal must have come, and the shareholder will be advised of any developments of importance. In addition to the minerals I have mentioned, indications have from time to time been reported of gold, tin, wolfram, chromite sand, antimony, and copper. We have therefore abundant proof that the territory covered by the concession is rich in mineral values, and should amply repay our expenditure in prospecting and developing the same. (Applause.)

In reply to a question by a shareholder, the Chairman stated that if the result from the washing of the blue ground were satisfactory the shareholders would be advised.

The proceedings then terminated.

THE PANAMA CANAL MUDDLE.

CLIMATIC DIFFICULTIES: QUESTION OF COST.

It is growing clearer every day to intelligent Americans that the present condition of things in Panama is a serious and costly mess, which they hope Mr. Theodore Roosevelt will get them out of. Mr. Shonts is the gentleman just chosen by President Roosevelt as head of the reorganized Panama Canal Commission, and he is well known in Chicago.

The Americans argue like this. Having resolved to build a canal across the Isthmus, their President has carved out and set up in business a miniature Republic to do the work, and this same Republic has been paid ten million dollars for the requisite territory. On top of this comes the long border of claims for more or less shadowy rights, concessions, maps, plans, commissions, and so on. And yet, at all this, the condition of things on the Isthmus is absolutely chaotic. It is not known what kind of a canal should be built, or whether the long-chosen route across the Isthmus will make a practicable canal possible at all.

It is a fact that no member of the Commission, civilian or engineer, can tell whether a sea-level canal across the Isthmus will cost \$500,000,000 or \$500,000,000, or even double that sum. The country is so lacking in vain whether their long border of claims of the oceans is to come within the next ten or twenty years, or at all. It is now three years since the Act was passed authorizing the American President to build the Isthmian Canal; eighteen

months since Panama was wrested from Colombia, and over a year since the French were bought out. And yet at this hour the Canal problem is a bigger muddle than ever. The mischief is, one might say, that there is no one to be a canal with locks, or one at sea-level? What will the work cost? How long will it take? Serious questions, indeed!

It seems amazing to think that no one, even in the American Government, knows what to do about the canal. "It is said Mr. Shonts will do all work and call together his engineers that the American Government once and for all may see and know what they are doing. Mr. John F. Wallace, the chief engineer, has it present 5,000 men at work upon the canal, and is convinced that the plan of a canal with locks must be abandoned. Mr. Wallace also declares even a tide-lock unnecessary, so slight is the difference—a mere 10 ft.—between the level of the Caribbean and the Pacific, for a canal only forty-seven miles long. But even this Chief Engineer Wallace has not yet definitely announced to the nation what the cost of the canal will be.

Meanwhile thousands of American young men are flocking down to Panama in search of "career." American steam shovels and other costly plant are at work in the Culabra excavation, and labourers are pouring in from Costa Rica, Jamaica, and Barbados, not to mention thousands of Chinese, who are far better able to endure the pestiferous climate than ambitious young New Yorkers.

And down on the Isthmus itself, where I have recently been, one is told by the officials that everything is going along famously on the Isthmus. The new ten-mile strip on the Isthmus with its population of nearly twenty thousand new American citizens. This strip, extending for five miles on either side of the winding canal or its site, is rather more than fifty miles long, and consists mainly of low, marshy, and pernicious soil, or else wild lands covered with dense jungle. Many small rivers run through this new American territory, such as the Chagres, Rio Grande, and the Trinidad. The officials declare the lowlands will produce sugar and the highlands coffee and cacao; and that nothing at all is raised except malignant yellow fever they explain by pointing out that two-thirds of the soil is in the hands of the natives—largely Spanish-speaking negroes from Jamaica, with a number of brown Colombians and a host of mulattoes.

Truly the French were well out of this terrible problem, which before long will bring serious criticism into the American Cabinet. The officials are almost ashamed to show all the rotters and insignificant warehouses and offices formerly owned by the Canal Company, and which are all they have to show in return for the many millions expended. Most of these are little two-story affairs barely twelve feet square. Much more significant are the big hospitals at Colon and Panama, together with the office buildings and the really imposing structure in which Chief Engineer Wallace resides.

There are schools and post offices belonging to the United States, these latter using a special Panama stamp with the words "Canal Zone" across its face. One is told that "in the future great changes will be made." Buildings will be condemned and torn down, and model towns shall arise "as if by magic, with all kinds of entertainment halls for the thousands of employees of the canal." The gambling and drinking dens of the canal zone are to disappear, and all things are to flourish "in the new Panama climate."

At the same time the Panama officials strongly advise every fortune-seeker on the Isthmus to be "carefully examined by his doctor" before he leaves for what is in reality a climate totally unfit for a white man. Nothing can conceal the fact that malaria and yellow fever are rampant, but it is all cheerfully put down to "mosquitoes."

"But," say the officials, "when we have put in the sewers and given Panama, as well as Colon, a new water-supply, then indeed you will see a change." Beyond question a "change" will come soon. All work, no doubt, will soon be perceptibly stopped, and not another dollar will be added to the millions thrown away until some sane estimate as to time and cost is forthcoming, and the American Government sees precisely what it is committed to.—F. M. G.

Shipping.

Taiwan, Ch. s.s., 1,216, W. Jamieson, 29th June, Shanghai 25th June, Gen.—C. M. R. N. Co.

Silra, Nor. s.s., 2,097, L. Christensen, 29th June, Molli 23rd June, Calcutta—M. R. K. Willehad, Ger. s.s., 3,012, Ph. Oberaner, 29th June, Yokohama 20th June, Gen.—M. & Co.

Yochow, Br. s.s., 1,06, J. H. Brown, 29th June, Canton 29th June, Gen.—H. & S.

Frithjof, Nor. s.s., 891, H. A. Haraldsen, 29th June, Tamsui via Amoy and Swatow 25th June, Gen.—O. S. K.

Taiwan, Nor. s.s., 1,178, S. Petersen, 29th June, Samarang 20th June, Sugar.—Kian Gwan.

Nubia, Br. s.s., 3,845, F. J. Fox, 30th June, Shanghai 27th June, Mails and Gen.—P. & O. S. N. Co.

Taming, Br. s.s., 1,357, A. W. Outerbridge, 30th June, Manila 27th June, Gen.—B. & S.

Alesia, Ger. s.s., 1,167, F. Sachs, 30th June, Hamburg and Singapore 24th June, Gen.—H. A. L.

Glenogle, Br. s.s., 2,399, W. T. Larkins, 30th June, Singapore 25th June, Gen.—Seang Tak Hong & Co.

Glenfalloch, Br. s.s., 1,434, R. S. Pentney, 30th June, Penang and Singapore 24th June, Gen.—Chinese.

Clearances at the Harbour Office.

Paul Beau, for Canton.

Lucia, for Macao.

Tak Hing, for West River.

Lianan, for West River.

Emma Luyten, for Swatow.

Wingking, for Canton.

Kwongchow, for Canton.

Stutlin, for Shanghai.

Tai On, for Canton.

Derwent, for Saigon.

Rubi, for Manila.

Chukong, for West River.

Longkong, for Manila.

Nubia, for Singapore.

Wingking, for Canton.

Thode Fagelund, for Calcutta.

Herman, for Cheloo.

Holning, for Shao-u-tsang.

June 30.

Taiwan, for Swatow.

Hongkong, for Haiphong.

Benlomon, for Singapore.

A. G. Ropes, for Baltimore.

Longkong, for Manila.

Lauris, for Saigon.

Maria Richner, for Bangkok.

Carl Diederichsen, for Haiphong.

Goldsmouth, for Japan.

Taiwan, for Canton.

Per *Alula*, from Singapore—Mr. John W. Japer, and 200 Chinese.

Per *Taming*, from Manila—Messrs. Gustav, Mrs. Drew, Miss Lu, Messrs. Stewart, Bartley, Williams, Benson, Eran, Manenberg, Mr. and Mrs. Wood, Mr. and Mrs. Chilo, Mr. and Mrs. Branch, Mrs. Mora and 4 children, 13 in steerage, and 27 Chinese.

Per *Nubia*, from Shanghai for London—Messrs. W. Nowell, R. Aires, Mr. and Mrs. Meril, Mr. C. Biron, Mr. and Mrs. F. Wilcox, Messrs. Croane and N. Middleton. For *Marshall*—Messrs. A. Igaribito, H. Roxburgh and Scamper. For *Hongkong*—Messrs. H. Young, Capt. H. Muller, Messrs. J. Maher and native servants, and C. Stockhausen. For *Manilla*—Messrs. H. G. Ober, For *Nagasaki*—Messrs. J. Donnelly and J. Homan. For *London* from Kobe—Mr. R. Bakes. From *Nagasaki*—Messrs. A. and W. Stewart. From *Kobe* for Hongkong—Mr. Nicholls.

Per *Glenogle*, from Singapore—707 Chinese.

Per *Glenfalloch*, from Singapore—360 Chinese.

Shipping Report.

Str. *Taming* from Manila—Light to moderate wind, and fine weather.

Str. *Glenfalloch* from Penang—Light, variable winds, and smooth sea throughout.

Str. *Glenogle* from Singapore—Fresh to light monsoon, smooth sea, and fine clear weather throughout.

Vessels in Port.

STRAMARRA.

Abbey Holme, Br. s.s., 1,995, Brown, 27th June, Mororan 17th June, Coal—Order.

Anglin, Ger. s.s., 1,001, D. Reimers, 26th June, Bangkok 20th June, Rice and Wood—B. & S.

Bulford, Am. transport, 5,000, Hall, 29th May, from Manila.

Footling, Br. s.s., 1,423, T. Arthur, 28th June, Canton 27th June, Gen.—J. M. & Co.

Johanne, Ger. s.s., 952, Ipland, 29th June, Bangkok 23rd June, Rice—J. & Co.

Khalid, Br. s.s., 729, J. H. Middleton, 29th June, Barry Dock 2nd May, Coal—D. & Co. Ltd.

Kumsang, Br. s.s., 2,077, E. J. Buller, 25th June, Calcutta 10th June, Penang 17th, and Singapore 20th, Gen.—J. M. & Co.

Louise Roth, Br. s.s., 2,295, J. J. Thompson, 29th June, New-castle, N.S.W. 8th May, Coal—O. der.

No dpol, Nor. s.s., 2,428, Stoltz, 23rd June, Kung (Formosa) 21st June, Gen.—S. T. & Co.

Onsang, Br. s.s., 1,787, J. T. Davies, 28th June, Peking 20th June, Sugar—J. M. & Co.

Oscar, Br. s.s., 2,000, R. Olsen, 28th June, Karata 22nd June, Coal—M. B. K.

Quinta, Ger. s.s., 2,600, Frang, 27th June, Bangkok 27th June, Rice—Order.

Regina, Br. s.s., 1,251, R. Lieberg, 23rd June, Calcutta 7th June, Coal—Order.

Siberia, Am. s.s., 5,651, J. T. Smith, 27th June, San Francisco 27th May, and Shanghai 21st June, Mails and Gen.—P. M. S. S. Co.

Taiyuan, Br. s.s., 1,150, L. Dawson, 26th June, Australia via Ports and Manila 24th June, Gen.—B. & S.

Tanor, Br. s.s., 4,445, W. Davison, R.M.S., 28th June, Canton 27th June, Mails and Shanghai 24th June, Gen.—C. P. R. Co. July 3.

Thode Fagelund, N.Y. s.s., 2,825, Kamford, 29th June, Shanghai 24th June, Ballast—Order.

Yunnan, Br. s.s., 1,266, W. Benson, 28th June, Canton 28th June, Gen.—B. & S.

Zweens, Br. s.s., 1,200, J. Ewart, 22nd June, Shanghai 17th June, Gen.—Chinese.

SAILING VESSELS.

Combrilark, Br. 4-masted ship, 2,151, George, 2nd June, Cardiff and Jan. Coal—Government.

Lawhill, Br. 4-masted ship, 2,742, J. C. Jarvis, 2nd June, New York 27th Jan, Case Oil, S. O.

Travancore, Br. ship, 2,317, Hargre, 30th April, Cardiff 5th Sept, Patent Fuel—Government.

Steamers Expected.

Vessel	From	Agents	Due
Nicomedia	Japan	P. & A. Co.	July 2
Emp. of Japan	Japan	C. P. R. Co.	July 3
Lightning	Singapore	D. S. & Co.	July 3
Benlomon	Japan	M. & Co.	July 4
Banantaur	Singapore	N. Y. K.	July 4
Peihawur	Singapore	P. & O. Co.	July 5
Spezia	Singapore	H. A. L.	July 5
Denbighshire	Singapore	D. & Co.	July 5
Scharnhorst	Colombo	M. & Co.	July 5
Numanita	Portland	P. & A. Co.	July 6
Tijmah	Karatu	J. C. J. L.	July 7
Lalung	Calcutta	J. M. & Co.	July 7
Aithelian	Vancouver	C. P. R. Co.	July 18

Hongkong & Whampoa Dock Returns.

Bulford, 29th June, at Kwai-loo Dock.

Travancore, 29th June, at Kwai-loo Dock.

Humber, 29th June, at Kwai-loo Dock.

Frithjof, 29th June, at Kwai-loo Dock.

Taiwan, 29th June, at Kwai-loo Dock.

Post Office.

Mail will close for:

Singapore, Sourabaya and Samarang—Per *Footling*, at July 10 A.M.

Amoy, Straits and Rangoon—Per *Glenogle*, at July 10 A.M.

Kuope, &c., India, via Tuticorin—Per *Nubia*, at July 11 A.M.

Amoy—Per *Glenfalloch*, at July 11 P.M.

Macao—Per *Glenfalloch*, at July 11 P.M.

Shanghai—Per *Alula*, at July 11 P.M.

Macao—Per *Hongkong*, at July 11 P.M.

Banantaur—Per *Saint*, at July 11 P.M.

Shanghai—Per *Wingking*, at July 11 P.M.

Macao—Per *Hongkong*, at July 11 P.M.

Shanghai—Per *Yochow*, at July 11 P.M.

Amoy, Straits and Rangoon—Per *Palawan*, at July 11 P.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)—Per *Taiwan*, at July 11 P.M.

Europe, &c.—Per *India*, via Tuticorin—Per *Darmstadt*, at July 11 A.M.

Macao—Per *Hongkong*, at July 12 P.M.

Singapore, Penang and Calcutta—Per *Kumsang*, at July 12 P.M.

Manila—Per *Taming*, at July 12 P.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, at July 12 P.M.

Macao—Per *Hongkong*, at July 12 P.M.

Banantaur—Per *Lianan*, at July 12 P.M.

Manila—Per *Hongkong*, at July 12 P.M.

Macao—Per *Zorro*, at July 12 P.M.

Macao—Per *Hongkong*, at July 12 P.M.

Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Lancaster, New Zealand, Melbourne, Adelaide and Perth—Per *Chinglu*, at July 12 P.M.

VISITORS AT THE DOCKS.

PRANK.

Alcott, E. F., King, Dr. and Mrs. Louder, Mr. Macdonald, Mr. Bessie, M. P. Marlin, R. Bouchard, Mr. and Mrs. Meier, Mr. and Mrs. G. Boyd, Capt. and Mrs. Mitchell, R. Brown, Mr. and Mrs. D.E. Moxon, Mr. and Mrs. Clotier, A. N. Herbert, Cocks, Mr. and Mrs. A. E. Muelle, E. Ollis, F. B. O'Neill, J. I. Hugh, Edwards, Mr. and Mrs. Parry, Major Gales, Capt. Phillips, Major Halloworth, Mr. and Mrs. Piggott, Mr. and Mrs. Harker, B. Brotherton, Hassen, Mr. and Mrs. Pollock, K. C. M. Reife, Dr. and Mrs. Sawyer, Capt. and Mrs. Sinclair, A. Stadi, Mr. and Mrs. Van der Steden, Mr. and Mrs. Hildebrand, Mr. and Mrs. Uffel, W. von Vandin, Gordon Johnson, Rev. Vereker, Capt. and Mrs. Joseph, Mr. and Mrs. White, Dr. and Mrs. Kaye, Major and Mrs. M. J. Kelsall, Major and Mrs. M. J.

CRAIGIEBURN.

Barnett, H. J. O. Smith, Mr. and Mrs. Pann, G. H. Siskell, Mr. and Mrs. Webb, Mr. and Mrs. Gibbons, J. R. Gray, S. H. Montague, Kaptayn, B. D. Wilson, Dr. Newell, Lyons, F. W. Woodward, Mr. and Mrs. Marchant, Capt. and Mrs. Young, J. Ashton, Smith, E. Grant

OCCIDENTAL.

Becker, C. Krill, Mr. Major, Capt. and Mrs. Bruno, Dr. and child, Chandler, Lieut. Weyer, Mr. Munro, Miss A. Feldmann, Capt. H. Fisher, R. Rose, Mr. and Mrs. G. Hales, G. L. H. and 2 children, Sankow, W. Schmidt, Dr. Imann, P. Sen, S. N. Thompson, Mrs. J. J. Key, Dr. Wojacke, F. Lowe, Mr. and Mrs. J. Varne, C. A. C. and daughter

KOWLOON.

Burton, W. E. Johnston, Master Evans, Mr. and Mrs. Johnson, J. Pinkers and child, O. L. Price, Capt. and Mrs. Hall, J. S. O. L. Tenkate, Mr. and Mrs. Johnston, Mrs. B.

June 29 at 4 p.m. 29.76 29.65

Humidity 79 86

Rainfall

His Britannic Majesty's Ships on the China Station.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Wei-hai-wei
Andromed	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Wei-hai-wei
Arcton	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Haaton	en route Wei-hai-wei
Arctura	cruiser, 2nd class	4,350	10	7,000	Captain Lionel G. T. Bell	Shanghai
Bonaventure	cruiser, 2nd class	4,350	10	7,000	Captain H. H. Torlesse	Wei-hai-wei
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtze
Cherub	water tank and tug	300	—	300	—	Hongkong
Clasp	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Hongkong
Dee	torpedo boat destroyer	550	6	7,000	Lieut.-Commander H. E. Sullivan	Hongkong
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bathar	en route Wei-hai-wei
Enrich	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Lewin	Hongkong
Ere	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Hongkong
Fame	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Stevenson	en route Wei-hai-wei
Glor	battleship, 1st class	12,910	10	13,500	Captain Hoh. Stopford	Wei-hai-wei
Gros	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-cruiser, 1st class	6,400	—	24,000	Captain E. F. Charlton	en route Wei-hai-wei
Hogue	cruiser, 2nd class	12,000	14	21,000	Captain Shortland	Wei-hai-wei
Hyphemia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcett	Singapore
Itchen	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	en route Wei-hai-wei
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dogmore	Yangtze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	Wei-hai-wei
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirois	cruiser, 2nd class	1,600	8	7,000	Captain C. H. H. Moore	Wei-hai-wei
Taku	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	250	—	Hongkong
Tamar	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Teal	river gunboat	180	2	800	Commodore Dicken	Yangtze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander E. Secretan	Wei-hai-wei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glenie	Surveying
Whiting	torpedo boat destroyer	350	6	5,900	Lieut.-Commander C. E. L. Thomas	Wei-hai-wei
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.		FLAG AND DESCRIPTION.
Achéron	...	armoured gunboat
Argus	...	river gunboat
Avalanche	...	river gunboat
Baignonette	...	river gunboat
Caronde	...	river gunboat
Casse-tête	...	river gunboat
Comète	...	gunboat
D'Assas	...	armoured cruiser
Décide	...	gunboat
Descartes	...	cruiser...
Estoc	...	river gunboat
Francisque	...	destroyer
Fronde	...	destroyer
Guichen	...	protected cruiser
Gueydon	...	armoured cruiser
Grand Rivière	...	river gunboat
Jacquin	...	river gunboat
Javeline	...	destroyer
Kerstaint	...	cruiser...
Lynx	...	sub-marine
Montcalm	...	armoured cruiser
Mousquet	...	destroyer
Oly	...	river gunboat
Orphée	...	gunboat
Pistol	...	destroyer
Protée	...	sub-marine
Redoutable	...	battleship, reserve
Sabre	...	destroyer
Sully	...	armoured gunboat
Sully	...	armoured cruiser
Serpis	...	gunboat
Takong	...	river gunboat
Takou	...	destroyer
Waban	...	battleship, reserve
Vigilante	...	river gunboat

* Flagship of Vice-Admiral Bayle, C

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"NUDIA"
Captain F. J. Fox, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, TO-MORROW, the 1st July,
at Noon, taking Passengers and Cargo for
above Ports in connection with the Company's
S.S. *Mongolia*, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all Cargo for
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arctia*,
due in London on the 13th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to—
L. S. LEWIS,
Acting Superintendent.
Hongkong, 30th June, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIAN,"

Captain Courret, will be despatched for MAR-
SEILLES on TUESDAY, the 11th July,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOURANE*.....25th July.
S.S. *TOKIN*.....8th August.
S.S. *ARMAND BEHIC*.....22nd August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th June, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Pleasant</i>	3,753	F.G. Purington	At July 12
<i>Shawmut</i>	9,666	E. V. Roberts	" July 20
<i>Tremont</i>	9,666	T. W. Garlick	" Aug. 8

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents,
Queen's Buildings,
Hongkong, 26th June, 1905.

To Let.

TO LET.
(DES VŒUX ROAD), PRESENT PRAYA,
KOWLOON.

LEVEL SITES (TURFED) for Three
Tennis Courts, with Wooden House for
storage of Tennis Gear, &c. Rents reasonable.

Apply—
JOHN LEMM,
64, Queen's Road Central,
Over Falconer's.
Hongkong, 28th June, 1905. [700]

TO LET.
GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905. [692]

TO LET.
No. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 4th May, 1905. [537]

TO LET.
A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 30th March, 1905. [69]

TO LET.
WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Causeway Road.
Apply to—
H. N. MODY.
Hongkong, 4th May, 1905. [527]

TO LET.
SHOP, No. 14, QUEEN'S ROAD, CEN-
TRAL.

First Floor, No. 12, QUEEN'S ROAD,
CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S
ROAD, CENTRAL.

Apply to—
S. BISHOP,
Hongkong Hotel.
Hongkong, 8th June, 1905. [639]

TO LET.
SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.
Apply to—
H. RUTTONJEE,
No. 5, D'Almeida Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th March, 1905. [50]

FOR SALE.
INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
OHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 26th May, 1904. [54]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1905. [14]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	60,000	\$125	\$125	\$1,000,000 \$8,000,000 \$150,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$2.25 for second half-year 1904	12 1/2 %	\$8.0 sales London 8 1/4
National Bank of China, Limited	99,935	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	12 1/2 %	\$37
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 81,739	\$150,494	\$17 for 1903	12 1/2 %	\$320 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$90,000 \$11,992 \$32,456 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	6 1/2 %	\$72 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$17,749 \$893,111 \$846,774 \$700,000 \$37,794 \$1,000,000 \$218,933 \$1,241 \$1,205,595	\$2,078,997	\$35 for 1903	5 %	\$695 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCE.								
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000 \$218,933 \$1,241 \$1,205,595	\$319,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$360,372	\$34 for 1903	11 1/2 %	\$303 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$15,000 \$15,000 \$15,000 \$15,000 \$15,000	\$8,812	\$1 for 1904	4 1/2 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$10	\$15,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$14	\$158,444	\$2,160	\$1 for second half-year 1904	9 1/2 %	\$27 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	5 1/2 %	\$97 buyers
Shanghai Tug and Lighter Company, Limited	100,000	\$15	\$15	Tls. 25,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 6 1/2 sales
Do. (Preference)	100,000	\$15	\$15	\$4,000,000 \$4,116	£58,852	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 %	Tls. 10 sales
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	\$4,116	£58,852	Interim of 1/- (Coupon No. 5 for 1904	4 1/2 %	2 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$25,000 \$24,237 \$400,000 \$5,210,153	\$929	\$1.80 for year ending 30.4.1905	5 1/2 %	\$34 sales \$30 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	\$5,210,153	\$21,231	\$10 for 1904	8 %	\$13 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 126,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$12,812	Final of \$15 making \$20 for 1904	6 1/2 %	\$215 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. 185,087	\$3 for 1897	12 1/2 %	\$31 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 71 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	...	Tls. 7.80 buyers
Oriental Consolidated Mining Company, Limited	50,000	£1	£1	none	G. \$672,093	50 cents making G. \$1 for 1904	1 1/2 %	\$3 17/6
Pauk Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	£5 1/2
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,259,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$49 1/2
Docks, Wharves & Godowns.	...	...	...	...	...	...	...	...
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 24,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 %	Tls. 143 sales
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	\$150,000 \$7,000 \$58,423 \$100,000 \$300,000 \$250,000 \$33,500	\$8,577	\$3.75 for 1904	11 1/2 %	\$331
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$100,000 \$300,000 \$250,000 \$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	5 1/2 %	\$95 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	7 1/2 %	\$191 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	£489	\$10 div. & \$5 bonus for year ended 30.6/04	4 1/2 %	\$270 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$355,500	\$489	\$1 1/2 for 1903	7 1/2 %	\$8 sellers
Riley Harveys & Co., Limited	6,000	\$100	\$100	\$150,000	\$45,936	\$10 div. and \$2 1/2 bonus for 1903	5 %	\$245
Do. (Preference)	2,750	\$100	\$100	\$150,000	£4,029	\$7 dividend	6 1/2 %	\$11 1/4
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,819 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 126 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 59,880	\$206,615	\$10 for 2nd half year making \$26 for 1904	6 1/2 %	\$195
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,761	Tls. 18 for 1904	9 1/2 %	Tls. 190
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$31 1/2 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 100	Tls. 100	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 140 sellers
Central Stores, Limited	6,000	Tls. 50	Tls. 50	Tls. 8,000	\$1,503	Final of 60 cents making \$1.80 for 1904	8 1/2 %	\$21 sellers
Do. (Founders)	121	\$15	\$15	\$1,800	\$1,503	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	\$36,000	£1,503	Preferential of 7 per cent for 1904	7 %	\$71 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,551	\$5 for second half-year making \$10 for 1904	7 %	\$143
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	\$37,875	Final of \$6 making \$12 for 1904	10 1/2 %	\$115 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	13 %	Tls. 19 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	First year	Interim of \$4	...	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$11,958	90 cents for 1904	7 %	\$12 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 82,813 Tls. 170,000	Tls. 40,666	Tls. 3 final and Tls. 2 bonus making	6 1/2 %	Tls. 121 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 720	Tls. 8 for 1904	10 1/2 %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,216	Tls. 100	Tls. 100	Tls. 72,300	Tls. 725	Tls. 5 for 1904	5 1/2 %	Tls. 125 sellers
Wei-hai-wei Land and Building Company, Limited	3,754	Tls. 25	Tls. 25	none	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	None	5 1/2 %	\$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10 %	Tls. 40 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$27,862	50 cents for the year ending 31.7.04	3 %	\$16 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 1/2 a/c 1898	...	Tls. 40 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 42 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	...	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,691	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	...	\$125 sellers
Beit's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	...	\$10 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,182	\$3 for 1904	8 1/2 %	\$12 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	8 1/2 %	\$12 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	8 1/2 %	Tls. 64 sellers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,749	None	...	\$81
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,181	80 cents for 1904	9 1/2 %	\$17 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	\$2,706	\$1 1/2 for year ending 31.7.1903	7 1/2 %	\$100
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$26 1/2
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$5 for 1904	7 1/2 %	\$104
Do. (New Issue)	50,000	\$10	\$5	\$25,000	\$7,551	First year	...	\$37 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	£7,625	Final of \$1 1/2 making \$2 1/2	9 1/2 %	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 3/4 bonus for 1903	7 1/2 %	\$17 1/2 sales
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	\$1.00 for year ending 30.4.1904	4 1/2 %	\$17 1/2 sales
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	...	...	50 cents for year ending 30.4.1904	4 1/2 %	\$17 1/2 sales
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000	\$2,799	\$15 for year ending 30.11.1904	7 1/2 %	\$212 1/2
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$60,000	\$5,336	Final of \$13 making \$17 for 1904	7 1/2 %	\$124 1/2 sellers
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 %	\$152 buyers
Katz Brothers, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making	11 1/2 %	\$17 sellers
Laue, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$475,000	\$3,400	\$1.50 for the year ended 30.9.04	6 %	\$135 buyers
Maatschappij tot Mijn. Bosch en Landbouw- plaat in Langkat, Limited	2,500	\$100	\$100	none	\$21,182	\$8 for 1903	7 1/2 %	\$145 sales
Maynard and Company, Limited	34,000	Gs. 100	Gs. 100	Tls. 528,310 Tls. 19,465	Tls. 35,840	Interim of 5/- 2nd quarterly of Tls. 5, paid 15.6.03 making 10/- so far Tls. 11.10.04	7 1/2 %	Tls. 220 buyers
Mondon, (E. L.) Limited	2,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	\$2 for year ending 31.10.1904	9 %	\$23
Moutrie (&) Company, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1904	9 %	Tls. 25
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	4,000	\$50	\$50	\$5,000	\$532	Final of \$3 making \$5 for the year ending	9 %	\$54 sales
Shanghai Gas Company, Limited	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Horse Bazaar Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	7 %	Tls. 123 buyers
Shanghai Pulp and Paper Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 82 1/2 sales
Shanghai Waterworks Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,928	Final of Tls. 8 making Tls. 14 for 1904	8 1/2 %	Tls. 167 1/2 sales
Singapore Dispensary, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Final of 37/6 making \$46 for 1904	4 1/2 %	Tls. 450 buyers
South China Morning Post, Limited	6,000	\$50	\$25	\$20,000	\$1,760	\$6 1/2 for year ended 31.7.1904	7 1/2 %	\$80 sellers
Team Laundry Company, Limited	5,000	\$5	\$5	none	Dr. \$5,068	None	...	\$18 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$5,441	60 cents for year ended 31.5.04	7 1/2 %	\$71 buyers
Union Trading Company, Limited	250,000	\$100	\$100	\$25,000	\$700	First year	...	\$10 buyers
Tientsin Native City Waterworks Company, Ltd.	2,000	Tls. 100	Tls. 100	none	\$84,813	\$10 for second half year 1904	11 1/2 %	\$149
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 2,025	10/- for half year	6 1/2 %	Tls. 150
United Asbestos Oriental Agency, Limited	9,900	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1904	6 1/2 %	Tls. 155
Do. (Founders)	100	\$10	\$10	\$20,000	\$2,211	60 cents for year ending 31.5.1904	10 1/2 %	\$160
Watkins, Limited	10,000	\$10	\$10	\$4,500	\$12,640	\$1 for 1903	8 %	\$18 sellers
Watson, (A. S.) & Co., Limited	60,000	\$10	\$10	\$300,000	\$6,990	Final of 30 cts. making \$1 for 1904	8 %	\$14 sales
William Powell, Limited	12,000	\$10	\$10	\$25,000	\$688	Interim 0.18 cent for year ending 30.6.1904	10 1/2 %	\$14 1/2 sales

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 4880

號九十月五年一十三緒光

SATURDAY, JULY 1, 1905.

六拜禮

號一月七英倫曆

\$13 PER ANNUM
SINGLE COPY 15 CENTS.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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BIRTHS.

On 16th June, at Shanghai the wife of HENRY MORSE, GIVING of a son.
On 15th June, at Shanghai, the wife of NARIO KIMURA, of a daughter.
On 15th June, at Chefoo, North China, the wife of Captain A. PARTIDGE, of a son.
On 17th June, at Kiu-kiang, to Edith and Walter J. Clennell (H. B. M.'s Consul), a daughter, BERYL JOY.
On 17th June, at Shanghai, the wife of J. E. DA COSTA, of a son.
On 22nd June, at Shanghai, the wife of J. DALTON, of a son.
On the 23rd June, at Shanghai, the wife of H. RUNCKER, of a son.
On the 24th June, at Shanghai, the wife of T. ARTHUR, of a son.
At Chungking, on the 24th June, the wife of JAMES W. NICOLSON, of a daughter.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 1, 1905.

DEBASED COINAGE IN CHINA.

(26th June.)

A very real danger to the commercial prosperity of China, affecting both foreign and native residents alike, has just been brought to the attention of the *dayen* of the Diplomatic Corps at Peking by the Chairman of the Shanghai Chamber of Commerce. It is with regard to the enormous expansion which has recently taken place in the coining of 10-cash pieces, the depreciated value of the coins as coins, and the manifold evils which are likely to follow in the wake of a depreciated currency. The question has not the vital interest to the people of Hongkong that it has to those of Shanghai, but granting that the chairman of the northern Chamber of Commerce is right, and the protest ignored, it is bound eventually to seriously affect the native population here, and, through them, the native banks and business establishments. The matter is considered to be of so grave a character that one of our northern contemporaries does not hesitate to say that "if a stop is not put to this increase in the coining of 10-cash pieces it is not at all unlikely that a rebellion will follow." According to the figures published there has been an enormous increase in the number

of Mints established in the provinces, and a corresponding increase in the number of coining machines at work. The machines at the old mints have also been increased, as witness these figures—Canton, 50 old machines, 30 new—total 80; Hangchow, 16 old machines, 80 new—total 96; Hunan, 4 old machines, 36 new—total 40; Chili, 100 new machines; and so on. The point is this, when all these machines are in full working order, and they are expected to reach that stage within six months, the Provincial Mints will be producing 10-cash pieces to the number of 16,413 million per annum, or an average of 40 pieces per capita for a population of four hundred millions. Obviously, in a country like China, that is far in excess of the actual requirements. Of course, there is method in the madness of those officials who have sanctioned the establishment of these Mints. Taking as a basis the present price of copper, say £72 per ton (and 108,700 tons would be used every year) the profits of the Mints amount to some 35 or 40 per cent. Of that, one-third is retained by the Provincial Mint authorities and two-thirds go into the pockets of the Viceroy. So that the greater the number of coins minted the greater the profits for the Viceroy. Two dangers are pointed out by the Chairman of the Shanghai Chamber of Commerce—first that "owing to the large profit in the production thereof to all concerned, larger quantities will in course of time be turned out than required. Should this occur the new coins would inevitably go to a heavy discount, causing the manifold evils attendant on a depreciated currency, and most serious disturbance to all trade, internal and external." And, second, that "the temptation would crop up to lower the standard of the coin in order to keep up a high level of profit in the production thereof, should its circulating value decline." Moreover, it is pointed out that the Chinese authorities are evading obligations which China entered into with the Foreign Powers, when she agreed to establish a uniform national coinage. The 10-cash pieces as they stand are rated at something like 100 per cent. above their intrinsic value; if they start on the downward course of depreciation it is only reasonable to expect, as the chairman of the Shanghai Chamber points out, that in the end their purchasing power will be reduced 50 per cent. It is therefore absolutely necessary that the supply should be regulated according to the demand, and the coins should be maintained at their full and proper standard. The claim of the Shanghai Chamber of Commerce is an eminently reasonable and business-like one. It is the voice of commercial integrity protesting against vice-regal greed and speculation. If there is a way to grind a penny out of the pockets of the poor Chinese, depend upon it the authorities will discover it; and no doubt this plan of issuing a debased coin appeared strongly to the Chinese official mind. The protest, then, of the foreign community will have to be strongly pushed at headquarters if it is to succeed. Whether the diplomatic corps at Peking is able to succeed in this matter remains to be seen. It is of vital importance to those engaged in trade in the Far East that the currency of China should be placed on a sound basis; China has promised to establish a uniform national coinage; and the sooner that desideratum is obtained the better it will be for all parties, except those whose existence depends upon "squeeze" money. It may be added, that in this connection, Mr. H. B. Morse, of the Statistical Department of the Chinese Imperial Maritime Customs, in the course of his trade reports for 1904, expresses some dubiety as to the wisdom of issuing the 10-cash piece at all. There was an issue of these coins between the years 1851 and 1861, but although accepted at the capital they were rejected by the rest of the empire. The success of the new issue, however, has been pronounced. "Inscribed by some Mints as worth one-hundredth of a dollar and by others as 'ten mills' the people have uniformly correlated them to the cash and not to the dollar." He holds that if the people have to carry coins, in their pockets instead of mills their little comforts will be cut off, and families living in comfort on sixpence a day at present will find themselves reduced to the level of a bare subsistence. One hundred cents, which are only intrinsically equal to two-fifths of their exchange equivalent, 100 mills, are circulating side by side and by economic law the mill is bound to go. "Is China prepared for this?" asks Mr. Morse. "Is her industry ready to provide a living wage in cents to the man who is now paid in mills?" Mr. Morse holds that the question should receive the closest study, and the best expert advice should be obtained, because the matter will not admit of delay.

ABSCONDING DEBTORS.

(27th June.)

An important judgment, which may prove to have far-reaching effects, was delivered by the Chief Justice of Hongkong on Saturday last in connection with a bankruptcy suit. An old-established firm of Chinese merchants, closely in touch with many influential foreign firms in the city, suspended payment in the early part of this month. The creditors appear to have been taken by surprise, but negotiations were commenced between the two partners and the compromisers of the firms interested. For four days negotiations proceeded, and it appears that one of the partners then absconded. Accordingly, the creditors alleged that they were, under the belief that unless the remaining partner was arrested

"he will abscond as his partner appears to have done." On that ground, taken in conjunction with other statements submitted to the Court, the learned Judge made an order for the arrest of the partner who still remained in Hongkong, and he was committed to prison, pending his examination in bankruptcy. Application was now made that the order for the arrest and imprisonment of the partner in question should be rescinded on the ground mainly that he was not "in hiding" at the time the order was made, nor was it proved to the satisfaction of the Court that he was likely to abscond. His Lordship held that the statement to the effect that the creditors believed that unless the said partner was arrested "he will abscond as his partner appears to have done" was manifestly inaccurate. His Lordship further remarked: "There is no suggestion whatever that this man was going to abscond. On the contrary, on the affidavits before me, up to the 12th three days before the debtor was arrested he seems to have done what he could to meet his creditors." And finally—"The only case is one of mere presumption, and this man must be immediately discharged, with all the costs incurred up to the present time." The effect of that judgment would therefore appear to be that creditors must not merely submit reasonable grounds for presuming that the debtor intends to evade the proceedings in bankruptcy, but that they must actually prove that he is in the very act of absconding. A debtor who fears to face the examination in bankruptcy has therefore a very wide scope. How are his creditors to show that he intends to abscond except by presumption, and how are they to ensure the protection of their interests except by obtaining his arrest until he has furnished security sufficient to guarantee his attendance at the bankruptcy examination? In the case under consideration the debtor may not have had the slightest intention of leaving the Colony; the fact that he remained to discuss the position of affairs with his creditors or their representatives for some time after his partner was alleged to have decamped was evidence, in some measure, of his virtuous intentions. But the very fact that his partner was "in hiding" gave a sinister aspect to the case, and creditors were only human when they tried to secure their personal interests by asking the Court to prevent the remaining partner leaving the Colony. Hongkong is in this peculiar position that Canton is not half a day's journey from Victoria, and there the knave is free, or comparatively free, from minions of the law of Hongkong. It is therefore quite easy for a debtor to slip away in the night to the mainland and snarl his fingers at the trusting creditors in Hongkong. For that reason it is essential that the enforcement of the law which permits the Court to order the arrest of a debtor pending his examination, until he has furnished bonds which will ensure his attendance at the examination, should be interpreted in a much narrower spirit than in a similar case in England. There were special circumstances, in this instance, no doubt, which led the learned Judge to grant the application for the release of the debtor from prison without demanding that he should provide security for his attendance at the bankruptcy proceedings; but the result of the case will not free the mind of the commercial community from the painful belief that a new loophole has been discovered in the law, and one that favours the debtor to the disadvantage of the creditors. Until the question is clearly settled as to what "proving presumption to abscond" means, trade is bound to be hampered and handicapped to the mutual loss of commerce and the community. On the subject of compromisers appearing on behalf of their principals, that is another question which has an important bearing on bankruptcy suits, but in this case it is of less importance than the question to which we have called attention.

HONGKONG'S ACHIEVEMENT.

(28th June.)

When the suggestion was made recently that the principal private dockyards at the chief naval depots throughout the Empire should be subsidised by the Imperial Government, we drew attention at the time to the immense value which the Hongkong and Whampoa Docks must prove to the Admiralty should any emergency arise. This was particularly illustrated by the achievement of the Dock officials in dismounting a couple of worn 12-inch wire guns from the barbettes of H.M.S. *Glory* and H.M.S. *Ocean* in what was considered to be record time, and re-arming these battleships with thoroughly efficient weapons. When it is remembered that the Hongkong and Whampoa Dock Company is a private corporation, not specially intended for the accommodation of warships of the size and tonnage of modern battleships, it must be apparent that the Company has provided itself with resources far beyond their everyday requirements and has, indeed, gone out of its way to prepare for any emergency. None knows this truth better than the naval authorities on the China station, and they have repeatedly shown their appreciation of the capabilities of the Dock Company by taking it for granted that anything in the ship-repairing and engineering line can be safely entrusted to the Company's hands. But while this fact is recognised in the Far East, it is, or it was, a different matter with "My Lords" at home. Not being on the spot, they gazed benignly on the dockyards under their eyes and congratulated themselves on what they had done in the past and might do in the future. When it came to the question of assisting

by means of subsidies or otherwise, those private firms—and they must be few indeed—throughout the Empire, who were ready and willing to—and what is more, capable of—remedying any defect in the vessels of the fleet, "My Lords" calmly looked the other way, it never seemed to occur to them that if these private undertakings did not exist the inefficient vessels of the various squadrons would be obliged to journey thousands of miles from their base in order to reach Devonport or Portsmouth, where the repairs might be made. It never seemed to occur to them that when warships were repaired on their respective stations an immense amount of money was saved to the United Kingdom; nor did it seem to occur to them that every warship which leaves her base in order to travel as a weakling and inefficient across the ocean meant a corresponding loss to the squadron and became a menace to her crew. So that although this question of giving subsidies to firms like the Hongkong and Whampoa Dock Company—which from a patriotic as well as a keen far-sighted policy have adapted themselves to all requirements—has repeatedly been brought to the attention of the Admiralty it has received but scant support. Now that Sir John Fisher is at the head of affairs, stirring up the fly-blown sinecurists, and throwing forms, formulas and precedents to the winds we may expect to see a revolution in this matter of materially assisting private dock undertakings. It is thought necessary to subsidise steamship companies in order that auxiliary cruisers may be forthcoming in time of war, why not subsidise dock companies which are capable of repairing the largest battleships afloat in the minimum of time? They are equally auxiliary to the navy. A naval correspondent in one of the home papers has called special attention to the expeditious manner in which the *Glory* had her 12-inch barrette gun dismounted and replaced by a modern gun in April last. He says that the evolution was witnessed by a large number of officers of both services and all available midshipmen of the squadron; and the copious notes and drawings made by the latter gave ample proof of their determination to do justice to this opportunity of improving their knowledge of seamanship. He praises the arrangements which had been made to carry out the operation and says: "Indeed it is doubtful whether the work could have been performed by a home dockyard, where proper appliances are kept in so short a time as one hour and ten minutes which sufficed to hoist out the old and hoist in the new gun." And he adds—"The performance was considerably exceptional smart both by the Naval and Dockyard authorities." The *London & China Express* quotes these remarks crisply comments—"We should think so. The Kowloon Docks are a valuable asset in the Far East." That being so, when they expect to receive from the Imperial authorities that material recognition which all admit they deserve? Better now than at the millennium.

BRITISH NAVAL SHOOTING.

(29th June.)

If there has been one thing more than another which has come into prominence as the result of the Russo-Japanese war, it is how all-important is the question of accurate shooting. In former times it took anything between five hundred and a thousand shells to disable a combatant. Nowadays by means of innumerable guides and aids to the gunner the average has been greatly lessened. So far as Great Britain is concerned, it is vital to the interests of the Empire that the accuracy of the shooting should be kept at high water mark and especially so in the Navy. Nobody recognises this fact more clearly than His Majesty the King, and it was only the other day that His Majesty personally complimented the gunner on one of our battleships, whose wonderful accuracy was the talk of the Fleet. Such an acknowledgment of duty well done is bound to stimulate the gunners in the British navy, and that it has done so is proved by the reports which are current—unofficial reports of course—regarding the results attained at the practice firing. Recently a Blue Book was issued giving details of what is termed the Gunlayers' Competition in the Fleet, during the year 1904. In an introduction to the publication the Lords of the Admiralty note that there is a slight falling off in results compared to the 1903 practice, but this, it is stated, was to be expected with the increased ranges at which the firing was carried out. In 1904, the Channel squadron carried off first honours with an average of 56.76, and the best ship of the squadron was the *Cesar* with a score of 110.42. The China squadron came a comparatively long way behind, the general average being 41.65. The leading ship was the *Abdon* which received 58.84. The worst of all the squadrons which took part in the competition was that located in Australian waters, the general average being 30.86, while the best vessel in the squadron, the *Buryat*, only scored 45.06. But these are only rough details which, however significant they may be in themselves, require a good deal of explanation. For instance, the China squadron was, as has been said, fifth in the competition. But the China vessels which entered numbered 22; whereas the top scorers, the Channel squadron, had only 12 vessels. Obviously, it is easier for a few vessels to make high marks than a score of vessels. Take the Pacific squadron for example. It had only four vessels in the competition and the average was 42.20—it took fourth place; but had there been a dozen vessels of the same class in the squadron it might not have taken the fourth. Indeed, the results

of the practice in China waters seems to show that while during 1904, there were no outstanding incidents so far as marksmanship is concerned, yet all the vessels took a high place. If every second shot reaches the intended mark, that should prove sufficient to demoralise an enemy in wartime. "Every bullet has its billet" we are told; but when that billet is the middle of the ocean little advantage is gained from the expenditure of powder. It must be remembered, too, that naval shooting is vastly different to the practice firing of big guns on shore. At sea, the warships are travelling at between eight and fifteen knots an hour and the target is scarcely visible; indeed, it has been said that good practice has been made at Mrs. Bay when the target was absolutely invisible; but, of course, that may be only the malicious invention of the marines. Certain it is that in naval circles wonderful tales are told of the accuracy of the firing by gunners on the China squadron. But while these reports may be true so far as they go they lack the official stamp. In the Gunlayers' Competition last year, 108 ships belonging to all stations took part; 1,171 guns were used, and the average per gun was 43.22, or in other words it took a fraction over two shots to make one hit. It will be interesting to obtain the Japanese statistics as to the number of shots required to disable a Russian cruiser. Early in the war, the remarkable accuracy of aim attained by the Japanese was apparent to all who are interested in these matters. From the sea they planted their shells in the harbour of Port Arthur with such fatal exactitude that the Russian squadron in self-defence was compelled to run to sea for temporary cover. They preferred to face their enemies in the open rather than take their quietus like sheep in a slaughterhouse. But when they found themselves in the open, they were riddled with shot and shell, torpedoed and sunk, till it seemed to them as if they had arrived at the crack of doom. On land the Japanese proved equally accurate in their marksmanship. Britain, however, has to look principally for her safety to the first line of defence. Every year sees improvements in the guns with which the Navy is provided, and every year the men behind the guns are showing a keener spirit in their work, and striving, by healthy competition, to attain that ideal of all marksmen—the "possible." So long as that spirit prevails, the people of Great Britain and the Colonies may rest peacefully in their beds at night and pursue their daily avocations untroubled by war's alarms. The results in the Gunlayers' Competition in 1904 were relatively good; but if all accounts are to be believed those for 1905 should surpass them completely—at any rate, it is the aim of the "handy man" to do so, and he has a happy knack of getting what he wants. It is to be hoped that he will succeed in realising this aspiration.

CHINESE BUSINESS MEN.

It is a trite remark to say that the average Chinaman is an astute trader and that, in the words of an old saw, "he knows the wrong side of a shilling"; but an interesting sidelight on the point is furnished by Mr. H. B. Morse, of the Statistical Department of the Chinese Imperial Maritime Customs, in his report on the trade of China for 1904. "China, we are reminded, has only two products—tea and silk, and the market value of these articles is not fixed by China. It is Ceylon that determines the price of tea, while the value of silk is fixed by France and Italy. Therefore, the price demanded for these exports follows exchange as closely as does the value of imports. Now the actual producer of exports may know nothing, and in all probability is absolutely ignorant of the relation of exchange to market values; but between him and the foreign exporter there are innumerable middlemen who take care to keep themselves thoroughly well posted on the position of exchange. "When we learn," says Mr. Morse, "that the quotations for gold, i.e. exchange, are telegraphed daily from Shanghai to the gold merchants in far-away Chingtu, in Szechuan, we may assume that no point in the game is lost to the Chinese jobbers in the treaty ports, with whom alone the foreign exporter comes into contact." Is it to be wondered at then, that the same writer should describe the Chinese trader as "keen-witted," and say "there are no shrewder traders in the world"? The best feature about the Chinese trader is that he is universally admitted to be trustworthy and honest; in fact, the old saying that "an Englishman's word is as good as his bond" applies equally to the Chinese—when the other party acts on the square. China as a nation may be backward and lethargic, her statesman corrupt and unscrupulous; but her sons of commerce, and especially those at the treaty ports, in Hongkong and in the Straits Settlements, have built up for themselves a reputation for integrity and ability which none may impeach.

BOARDING-HOUSE THEFTS.

(30th June.)

In Hongkong, and throughout the East, there are hundreds of people whose only home is the boarding-house, or the hotel. The transient visitor, of course, selects a hotel, or one of the larger boarding-houses, which are really hotels in everything but name. The young resident, unable to set up an establishment of his own, finds his way into a private boarding-house, which may mean that there are only half-a-dozen

boarders besides himself in the house. What his rights are troubles him not at all. Sufficient that he has a place where he may lay his head, and regular meals at regular seasons. The rights of the boarding-house keeper are also sealed mysteries to him, unless he be a Philistine, which generally means an intolerable nuisance. A recent case which cropped up in London should, therefore, prove of interest to that large public in Hongkong who spend their days in toil and their nights in a hotel or boarding-house. A married couple resided in a boarding-house in London. Their bedroom had only one key which could not be removed because it was required to give the servant access. When the manager was appealed to she—it happened to be a lady who was in charge of the establishment—assured them that all the people in the house were, like Caesar's wife, beyond suspicion. They had lived there for weeks and weeks; they had proved themselves to be "real ladies and gentlemen." As for the servants, the breath of scandal had never once passed over their heads. They were patterns of respectability and emblems of all the virtues. There was no danger of anything disappearing from the room during the absence of the boarders. Even the much maligned cat, it would seem, had been ousted from this home of the blessed, so that if valuables were left lying about, or sundry liquors allowed to remain open to the inquisitive there could be no chance of their disappearing. Still the married couple, who had evidently been in a boarding-house before, were not quite satisfied. They argued that if they could not get a separate key for their room they might at least get a key for the chest of drawers in which they had placed some valuables. They did not get one, so they had to be content without it. But it appears that the manager did not know the true character of all her boarders. She had vouched for their high-minded ways, their honesty and their respectability. But there was a serpent in the household, for when the married couple left their temporary habitation for a brief spell in the open one day, another boarder took the opportunity to ransack the bedroom occupied by the newcomers. So successful was he in his enterprise that he found and opened a hand bag which contained £200 worth of jewellery and then he departed. The hand bag was on the chest of drawers for which a key had been asked and refused. *In passing*, it may be mentioned that the eminently respectable gentleman who, made free with his fellow-boarders' effects, left behind him a trunkful—not of the traditional and time-honoured bric-a-brac, but of potatoes and turnips. At any rate he disappeared and has not been heard of again. Now the married couple believed, as many more in their place would have believed, that they could obtain redress from the boarding-house keeper who had refused them a key to their room and a key to the chest of drawers. The manager, however, refused to admit any responsibility in the matter, and a claim was lodged in Court by the married couple who sought to recover the value of the articles stolen. It seems that the eminently respectable gentleman who could be vouched for by the boarding-house keeper was in reality an expert thief. Mr. Justice Darling, who heard the case, held that such being the fact, the thief could have got at the jewellery even if the drawer had been locked. And neither the omission to provide a second bedroom key nor the omission to get guarantees of the character of the other boarders amounted to "mistake" which, it seems, must be proved in a boarding-house case and means a good deal more than "negligence." The plaintiffs therefore failed to recover the value of their jewellery and were left in the lurch. The case is of importance to all boarders in Hongkong, as well as in England, for the probability is that were similar cases to come before the Courts here the presiding judge would adopt the *dictum* of his learned brother in London. But there is another point arising out of this case, as a contemporary remarks. "It has been a custom for boarding-house keepers to demand references from prospective boarders, without offering references regarding those already in the house. Under the principle now laid down the candidate for board and lodging may equally demand such a reference from the boarding-house keeper and if he fails to get it and yet elects to stay at the house the consequences are upon his own head."

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE S.S. "SAMSON."

FINDING OF THE JURY.

PURCHASE OF THE S.S. "EDENDALE."

[From Our Own Correspondent.]

Shanghai, 24th June,

4.10 p.m.

In the action brought by A. Pavlov against T. O. R. Ward to recover £11,000 damages for the alleged wrongful conversion of the s.s. *Samson*, the Jury have found that the plaintiff was acting as an agent of the Russians in purchasing the boat, and also that it was part of a scheme to reach Port Arthur. They further found that the defendant had authorized the purchase

of the *Edendale* to be used as a hospital ship.

TERMS OF THE JUDGMENT.

[From Our Own Correspondent.]

Shanghai, 30th June, 12.35 p.m.

In the *Samson* case, judgment has been given for the plaintiff in the sum of Tael 10,000 less the amount due for taking the *Samson* to Japan. The defendant is allowed Tael 40,000 in respect of the purchase of the *Edendale* and Tael 1,000 for medical stores.

[In this case, Alexander Pavlov, the Russian Minister to Korea, sent Thomas C. R. Ward in the sum of 10,000 taels, on the ground that the defendant had prejudiced his beneficial ownership in the steamship *Samson* by selling the vessel in March last, without plaintiff's consent or authority. It was alleged by the plaintiff that the vessel had been sold for 80,000 taels. The defendant, in reply, said the vessel was sold for 57,000 taels, and alleged that plaintiff was neither the beneficial nor the actual owner of the *Samson*. In all the transactions connected with the vessel, the plaintiff had acted as the representative of the Russian Government, which was indebted to the defendant, it was alleged, in a sum largely exceeding the value of the *Samson*. In October, 1904, a scheme, it was averred, was arranged to send medical supplies and accessories into Port Arthur, ostensibly under the auspices of the Red Cross Society, but with the real intention of enabling the defence to be prolonged. The plaintiff agreed with the defendant to purchase the *Samson* and another vessel to be used as a hospital ship and also the purchase of a quantity of stores and accessories. The *Samson* sailed for Port Arthur on or about the 27th October, but was detained and refused access to the port by the Japanese Government. The defendant also alleged that the *Edendale* was purchased for 200,000 taels to be used as a hospital ship, but the scheme fell through and the defendant had to pay 40,000 taels for breach of contract. The plaintiff still felt unpaid, in respect of *Samson* 11,358 taels, total 203,140 taels. By sale of *Samson* 57,000 taels, leaving a balance due to defendant of 146,140 taels. In court it was agreed to amend the reply so as to read that Messrs. Kristensen and Co. were the purchasers of the medical stores for the defendant. The jury found that the plaintiff purchased the *Samson* on behalf of the Russian Government; that defendant had no authority to sell the *Samson*, but he had authority to purchase the *Edendale*. The defendant had also the right to purchase medical stores. The jury found that the purchase of the *Edendale* was cancelled for 40,000 taels paid to Kristensen and Co., and that sum was deducted out of the sale price of the *Samson* when resold to the Shanghai Tug and Lighter Co. The legal arguments were heard with the result as given in our telegram above.—E.D., H.K.T.]

THE KOWLOON CANTON RAILWAY.

RELATED NEWS.

[From Our Own Correspondent.]

Shanghai, 28th June, 9 a.m.

H.E. Sir Ernest Satow, the British Ambassador at Peking, has been informed by the Waiwupu that they are agreeable to the proposition that the railway from Canton to Kowloon shall be a joint concern of the Chinese and British for a distance of 25 miles from Canton.

The remainder of the line will be solely under British control.

[The above telegram appearing so very incomprehensible the interpretation of the Government here was sought, but no light whatever could be thrown on it. We based our interpretation on the following paragraph, taken from the *Universal Gazette*, and printed in our issue of 19th June: "The British Government recently informed the Waiwupu that the Hongkong Government intends to build a railway between Canton and Kowloon and that Sheng Kungpao shall complete negotiations with the British authorities at once. The railway was originally a joint concern of the Chinese and the British, but now the British want to have the railway as purely British up to 25 miles from Canton and from there to make it a joint concession. The British Minister now endeavours to conclude the matter with the Waiwupu.—E.D., H.K.T.]

[Private telegram.]

CHINESE ENGINEERS.

INTERIM DIVIDEND DECLARED.

Messrs. Benjamin, Kelly and Potts inform us that they are advised by telegraph that the Chinese Engineering and Mining Company, Limited, has declared an interim dividend of one shilling per share (Coupon No. 4).

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following were the principal scores in the foot competition of the members of the Hongkong Volunteer Reserve Association held at the King's Park range on Saturday, viz:—Messrs. F. Maxwell, 41 plus 24=65; W. G. Winterburn, 51 plus 16=67; J. G. Gow, 61 plus 2=63; P. L. Miller, 42 plus 24=66; L. G. Bird, 56 plus 6=62; J. H. Pidgeon, 56 plus 5=61; Mackenzie, 53 plus 2=55; C. Collier, 47 plus 8=55; A. Moir, 48 plus 4=52; W. B. Boyce, 44 plus 8=52; and W. I. T. Davis, 41 plus 6=50. Mr. F. Maxwell was the winner of the competition. The King's Park (500 yards) range will be available from 4 to 6.30 p.m. on Wednesday next, the 28th inst., to enable those members who have not already shot for the Governor's Cup for June to do so.

LEGISLATIVE COUNCIL.

29th ult.

A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor, Major Sir Matthew Nathan, C.M.G., Mr. H. May, C.M.G., Mr. L. A. Johnston (Colonial Secretary), Hon. Sir H. Spencer Berkeley (Attorney General), Hon. Capt. L. A. W. Barnes-Lawrence, R.N. (Harbour Master), Hon. Mr. W. Chatham, (Director of Public Works), Hon. Mr. A. W. Brawn (Registrar-General), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Gershom Stewart, Hon. Mr. C. W. Dickson, Hon. Mr. Wei Yuk, and Mr. A. G. M. Fletcher (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed. The Colonial Secretary moved that the report of the Finance Committee (No. 3) be adopted. The Colonial Treasurer seconded. Carried.

TRANSFER OF NEW TERRITORY LAND.

The Council went into committee on the Bill entitled an Ordinance to facilitate the transfer of land in the New Territories and for settling disputes in respect thereof and other purposes. The Attorney General said that as the result of the further consideration which had been given to this Bill, it was proposed that in clause 5 the word "instrument" should be followed by the words "judgment, order or Lis Pendens." This was proposed owing to the limited interpretation previously given to the word "instrument."

Agreed. The Bill passed Committee and the Council resumed.

On the motion of the Attorney General seconded by the Colonial Secretary the Bill was read a third time and passed.

His Excellency then said all the business before the meeting. With regard to the Bill relating to the Merchant Shipping Ordinance several amendments have been proposed, and it is necessary that they should receive consideration. The Bill will not therefore be brought before the Council at present. I trust it will not be necessary to call the Council together again until the Estimates are ready. The Council will adjourn *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The following vote was recommended for adoption by the Council:—

SANITARY DEPARTMENT.
A sum of \$19,363 in aid of the vote, sanitary department, other charges, for scavenging city, villages and hill district.

The Colonial Secretary said: The vote for this year is not sufficient owing to new and extended contracts, which were dearer than last year. These were considered necessary in order to cope with the proper extermination of vermin.

Mr. Gershom Stewart—The guarantee was \$80,000, was it not?

The Colonial Secretary—I don't remember the exact figure. It was somewhere about that.

Mr. Gershom Stewart—Pretty high.

The Colonial Secretary—More stringent contracts have been entered into, and we have more control over the contractor.

The recommendation was unanimously agreed to.

This was all the business.

A PROBATE MATTER.

26th ult.

Before his Lordship, the Chief Justice, this morning, the case of *Choy Ha Chi, Choy Hui, and Choy Shing, versus Choy Chung* was heard. This was an application for the granting of probate of the last will and codicil, respectively, dated 6th September, 1903, and 25th July, 1903, of Choy Chan, deceased.

Mr. H. E. Pollock, K.C., instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiffs, the defendant not being represented and not appearing in person.

Mr. Pollock said this was an action brought by the plaintiffs as legal personal representatives of Choy Chan, deceased, and asked the Court to decree probate of the said will and codicil in their favour in solemn form of law. As there was no defendant present or represented, and therefore no defence, it was only necessary for him to refer to the law in such cases which provided that probate might issue on proof of the due and proper execution of the will of which probate was sought, and for this purpose he would call Mr. F. B. Deacon, of the firm of Messrs. Deacon, Looker and Deacon.

Mr. Deacon testified to the drawing up by him, from instructions received from Choy Chan, of the will and codicil respectively, in question, and of the due execution and attestation thereof, in his (witness's) office.

Mr. Low Tai, interpreter in the office of Messrs. Deacon, Looker and Deacon, spoke to the interpreting of the will and codicil by himself to the deceased, who had a thorough and full knowledge and understanding of the contents thereof, respectively, before signing the same.

Mr. Pollock said that, that being all that was necessary in the matter, he would ask His Lordship to grant probate of the will and codicil as prayed.

His Lordship granted probate to plaintiffs in solemn form of law, the defendant being ordered to pay the costs of the action.

THE DISPUTED COAL BILL.

JUDGMENT FOR DEFENDANT.

26th ult.

Some time since we reported the opening of a case in which a coal merchant, named Tai Wing, with business premises at 124, Des Voeux Road, sued a launch owner of 98, Connaught Road, named Cheung Van Po, for the sum of \$320.

The hearing was adjourned, and this morning it again came before the Puisne Judge, when Mr. R. Harding, of Messrs. Ewens, Harrison and Harding, represented the plaintiff, and Mr. Master of Messrs. Johnson, Stokes and Master, appeared for the defendant.

Further evidence was given, and his Lordship found in favour of the defendant with costs.

A YUNNAN RAILWAY CONTRACT.

HONGKONG CONTRACTORS AT VARIANCE.

26th ult.

In the Court of Summary Jurisdiction, to-day, before His Honour Mr. A. G. Wise, Puisne Judge, the case of *Ngai Sam, 13 Tai Hing Village, contractor, against Li Wai Tong and Ho Wing Sui, 16 Des Voeux Road, came on for hearing.* The plaintiff claimed from the defendants payment of the sum of \$341.28 being the amount due on an account dated 17th March; or, alternatively, the plaintiff claimed the sum in question as the balance due for work and labour done by the plaintiff for the defendants at their request.

Mr. P. W. Goldring, of Messrs. Brutton, Hett and Goldring, appeared for the plaintiff, Mr. H. E. Pollock, K.C., instructed by Mr. George Hastings, represented the defendants.

In opening the case, Mr. Goldring stated that in September last year an agent of the Yunnan Southern Railway came to this Colony and began certain negotiations with a view to entering into a contract to construct certain sections of the Yunnan railway line. The result was that a contract was entered into with the second defendant and another. The contract was signed in the office of Messrs. Leigh and Orange. Then the second defendant entered into a sub-contract with the plaintiff—that was at the end of October or the beginning of November last year. The plaintiff accordingly set to work and accompanied by the second defendant, he carried out the contract. They reached their destination by the steamship *Arbutnot* on 7th November, and commenced work on the Yunnan railway on the 2nd of the same month. The work continued practically without interruption until the 24th of February and a considerable amount was done. Two payments in advance were made, one of \$100 on 2nd February and another of \$500 on the 3rd, in view of the Chinese New Year. The remainder was the amount for which the plaintiff now sued. Repeated applications had been made for the money but without avail. A petition was presented to the mandarin in the district and the mandarin went down to see about the matter. On 23rd February the amount claimed was signed by the second defendant, who used the chop of the Yunnan Railway.

Mr. Pollock said the second defendant undoubtedly did ask the plaintiff to do some work, and the former was not in the matter at all.

His Honour—Do you admit the liability of the second defendant?

Mr. Pollock—We don't agree as to the statement of account. We say the second defendant has paid all and more than is due.

Mr. Goldring proceeded to explain to the plaintiff on 17th March received an order on the first defendant from the second for payment of the balance. The order was presented, and failing to obtain any money, these proceedings were instituted.

After the evidence for the plaintiff had been received, Mr. H. E. Pollock, K.C., opened the defendant's case. He maintained that the action would never have arisen if the plaintiff's measurements had been correct, but his measurements were altogether wrong. The result was that the defendant held there was no debt due to him, and he had received having covered the value of the work done. Evidence was then led.

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was next dealt with, the Attorney General describing it as a very important one in respect of the question raised under it. It raised a very serious question with respect to the validity, if not of the whole of the Extradition Ordinance, at all events, of certain sections of it, and that question must be settled by the Court. That question was the *ultra vires* of the legislation.

The Chief Justice—I take it the point has not been raised before.

The Attorney General—No, my Lord. The first answer I make to this question is that if it was necessary to prove the prisoner guilty, in the sense of establishing his guilt in the mind of the Magistrate before he could be committed, that was done by the evidence of two witnesses, namely, the woman who was robbed and her aunt. The Magistrate after hearing witnesses for the prosecution and for the defence came to the conclusion that the man was guilty and committed him to be surrendered.

The Chief Justice—We have not got that officially on the records.

The Attorney General—Yes, we have. The fact of his being committed. It is not necessary for me to prove that the Magistrate absolutely found him guilty.

The Puisne Judge—In a short argument Mr. Ferrers stated that the Magistrate had done so.

The Attorney General—They are blowing hot and cold, and on a hot day like this they are blowing cold. I submit with great respect to the Court that the true meaning of the words used in the Treaty and recited in the preamble to the Extradition Ordinance, viz., the words "on proof of their guilt" is not that put upon it by my learned friend. It does not mean "on such proof as would be necessary in order to secure a conviction before a jury. What those words "on proof of their guilt" mean is no more and no less than on production of evidence of guilt. The expression used in the Treaty is not on conclusive proof, but on proof of guilt; that is to say, evidence of guilt sufficient to justify a commitment for trial, that is to say on *prima facie* evidence of guilt. Proof means judicial proof, which is defined as evidence (which word includes *prima facie* as well as other evidence) conveyed in a judicial manner by judicial methods, e.g., by the testimony of a witness. I therefore submit with great respect that it is incorrect to say the Ordinance is at variance with the Treaty in declaring, in section 10, that the Magistrate shall commit a fugitive to await the further order of the Governor at the hearing of the extradition for surrender on evidence of proof of guilt; that is to say, evidence of guilt sufficient to justify a commitment for trial, that is to say on *prima facie* evidence of guilt. Proof means judicial proof, which is defined as evidence (which word includes *prima facie* as well as other evidence) conveyed in a judicial manner by judicial methods, e.g., by the testimony of a witness. 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cent, or 85 per cent. in all; a record few Companies can equal, if any.

If any one has any question to ask, I shall endeavour to answer them to the best of my ability." (Applause.)

A SHAREHOLDER'S CRITICISM.

Mr. Taylor rose, and said.—Mr. Chairman and gentlemen. The directors, in presenting their report, trust that it will prove satisfactory to shareholders. Since we are to receive T. 1 more as dividend and as T. 10, 100,000 are to be carried to the Reserve. Fund instead of 50,000, I think we may tell the directors that the report is to that extent less unsatisfactory than that of last year. But I imagine that this is as far as we can go in response to the directors' pleas for an expression of satisfaction. I purpose with the permission of the meeting to show that we have no reason to be satisfied with the progress of our business or generally with the conduct of the Company's affairs of the managing directors. In order to do this I must first refer to the reports presented at previous meetings. I have taken the trouble to look up the reports of the meetings for the last four years, and Mr. Twentymann's speeches, when considered with results, are rather curious reading.

At the meeting held, on the 5th July, 1901, the net profits for only ten months of working since the amalgamation were given as T. 287,313.74. After allowing for an interim dividend of T. 21 on 31,700 shares, a final dividend of T. 7 was paid on 48,300 shares. These figures make one's mouth water. Mr. Twentymann told the shareholders that "conditions were specially bright and orders were coming in daily." But he said that we required a larger capital and that 6,900 new shares would be taken at a premium of T. 125. How far the handsome dividend paid was justified by actual profits and to what extent was due to a desire to secure acceptance of the scheme, to increase the capital, I must leave to qualified experts to decide.

On the 21st July, 1902, after allowing for an interim dividend of T. 10 on 55,200 shares, all the new issue having been eagerly taken up, a final dividend of T. 10 only was declared while 75,000 were carried to the so-called Reserve Fund. Mr. Twentymann stated that large contracts were on hand and that "the future appears to us very promising." But strangely enough he had already changed his mind about the capital required and now brought forward a scheme for reducing it. Mr. Cecil Holliday pointed out that the Directors had assumed new shares which had cost the shareholders T. 225 and wanted them back in exchange for a share of the nominal value of T. 75 and a debenture of T. 25. Needless to say this peculiar proposal did not meet with enthusiastic acceptance and was dropped. At this meeting Mr. Holliday suggested that Independent directors should be appointed and that more scientific system of audit should be adopted—suggestions which naturally did not meet with Mr. Twentymann's approval.

On the 16th July, 1903, it appeared that, in spite of Mr. Twentymann's statement of the previous year that there were large contracts on hand and the future was so promising, the profits had dropped nearly 50 per cent. The annual interim dividend of T. 7 had been paid, but the final dividend was T. 8 only and T. 100,000 carried to Reserve. Mr. Twentymann said, however, that we had been fairly well employed during the year, that business during the first six months of 1904 had been satisfactory, and that prospects were good. But at next meeting on the 10th July, 1904, the profits had fallen again, this time to T. 50,513.18. The interim dividend had been paid T. 5 and the final dividend was T. 7, while only T. 50,000 were carried to Reserve. Mr. Twentymann, however, was as optimistic as ever. He said that the outlook was by no means gloomy, as we had orders for river cranes, pountons, large and small lighters, and that our position was gradually improving, and that the affairs of the Company was better than it had ever been before and that the future was encouraging.

made it clear that, by this time Mr. Twenty-an's statements were accepted at a considerable discount: But he was equal to the occa-

26th September, 1904, at which he stated that he had a definite offer for the purchase of the Company which he advised shareholders to accept. I was one of the forlorn 15 who voted against the sale of the property, although the definite offer appears in some respects attractive. We 15 were made the objects of much sneer, pleasantry, and one festive individual suggested that we would be asked to stand in a corner to be counted out at any time by our fellow-shareholders who were to the contrary. I was not so sure, but I was not so sure after all. It seems that the definite offer was very definite indeed, and we have had the humiliation of hearing that our property has been hawked all over the place without finding a purchaser. My own reasons for voting against the scheme were, first that I felt certain it would not come off and, second, because I am of opinion that this great business should be managed in Shanghai, and I had my own ideas as to the motives that prompted the scheme.

CHINA COMPANIES WITH LONDON MANAGEMENT.

We have had a striking object lesson lately of what may happen to a China Company when it gets into the hands of a London manager. I have been thinking of the Kaiping Colliery; and I am sure that a competent shipping manager may, allude gently to what the London company which is managed in London without any very satisfactory results to local shareholders.

MR. TAYLOR'S SARCASM.

However, the statement about the reputed fall had the effect of booming up the shares more than Tls. 120 to Tls. 195, a result of which I may allude gently to Mr. Twentymann, but he had a trip home at the expense of the company.

Business as has been deteriorating. Now I find that at the tonnage of the port of Shanghai, the tonnage has increased by nearly a million tons since 1901, and I think it a fair proposition at the property of a well-managed Dock Company should be in some sort of ratio to the amount of shipping frequenting the port; and when we find our profits diminishing with an increase to the shipping it would seem that there is something seriously wrong with the management. And

A VERY EXPENSIVE MANAGEMENT.

I believe I am correct in stating that the directors' salaries amount to about Tls. 100,000 per annum; which at the present rate of exchange is about £100,000. We would like to be organised on the same lines as other successful Dock Companies; for instance, the Hongkong and Whampoa Dock Company. We should have one managing director or superintendent drawing a good salary, a secretary and necessary staff, with a foreman at the head of each department, dockmasters, etc. And we should then have a Board of outside directors elected then have a Board of outside directors who give us work and drawing the usual fees. With such an organisation we could, without losing efficiency, reduce the

expenses of management to about one-half of what it is at present, and save say £15,000 a year.

THE "PMBROKESHIRE" CASE.

In criticising the management I feel I am on delicate ground, as I have no desire to damage your property and my own, and I must resist the temptation to go into detail. It is common knowledge that business has been driven away and work which should have been secured for our Company has been taken elsewhere. I need only refer to the case of the *Pembroke* as an instance of what I mean. *Ex uno disce omnes*. I wish also to mention the case of the *Munchen*. The purchase of this vessel at a low figure was reasonably expected to yield us a handsome profit, whereas the short-sighted policy of our directors has involved us in a loss which is estimated at no less than £100,000, that is including the expenses of the vessel while on our hands. The mention of these two cases is sufficient for my purpose.

MR. TWENTYMAN LEADS SHANGHAI BY THE NOSE.

There is another point to which I desire to call your serious attention. Mr. Twentyman has led Shanghai by the nose for some years, but he has not shown the same talent for leading in connection with the employees of the Company, for it is well known that a regrettable want of harmony exists. To strengthen his position on the Board he has appointed Messrs. Groundwater, Cranston and von Rucker—all Farnham men and all puppets who dance when Mr. Twentyman pulls the strings. As to the men from Lloyd's Messrs. Johnston and Hay retired from the Board in disgust, while Messrs. Mauchan, Rawsthorne, Donnelly and Wible—all Lloyd's men and all good men—have found it better to leave. Mr. Helyenden, a most valuable man, was lost to us long ago. And the worst feature is that these good men have left with such feelings that they have mostly joined rival concerns.

THE BEST PAYING CONCERN.

I know very well that Mr. Twentyman will say that the diminution in our profits is due to competition, but I assert that competition has been invited, and I further assert that in spite of it, with good management and reasonable charges, we should have plenty of work and the Company should be the best paying concern in Shanghai.

HUGE GAMBLING MACHINE.

I say that it is deplorable that Shanghai's biggest industry and the most important British interest on the Yangtze, should be used as a huge machine for Stock Exchange gambling, when it ought to be a gift-edged security yielding regular returns to genuine investors. Since the amalgamation the shares have ranged, with violent fluctuations, between £15 and £112. We know how these fluctuations have been brought about. They have borne little or no relation to the actual profits of the Company and have become a source of profound regret to those who have at heart the prosperity and good name of Shanghai, and they ought to cease. They have done much harm already.

MR. TWENTYMAN DICTATOR.

Under the Articles of Association, Mr. Twentyman is practically a dictator with full power, and the shareholders have in reality nothing to say and cannot obtain information about the concerns of the Company. I am convinced that there will be no improvement in the position and reputation of the Company, and that the share market will continue to be so agitated that the purchase of shares will remain a speculation rather than an investment, unless we can bring about some healthy change in the Directorate. I think it is time that Mr. Twentyman should realise that some of us are tired of his ways and that he no longer possesses our confidence.

MR. TWENTYMAN'S REPLY TO MR. TAYLOR.

The Chairman.—In reply to Mr. Taylor I have fit of all to say that the reduction of capital was never put to the shareholders. It was never brought before the meeting. It was only suggested that circulars should be sent out to that effect.

Mr. Taylor.—You said you thought it advisable, yourself.

The Chairman.—The whole of Mr. Taylor's speech was practically levelled against me all through.

Mr. Taylor.—It was.

The Chairman.—My shoulders, however, are broad enough to stand his vituperation and comment. I can assure you it runs off my back like water off a duck's back. I feel that I have had the best interests of the Company at heart. I defy him to show one instance of my not having acted for the best interests of the Company. It is true that the Articles of Association give us great power, but, in all instances, the shareholders must admit, everything has been brought before them to carry themselves, and we have never used that power. What I say is correct, there is no question about it. It is true that I went home on the company's business, at my own expense. Up to the present moment neither I nor Mr. Prentice have charged the company one cash, but for your information I may tell you now that I shall certainly do so. The thing needs no comment. We have not done anything wrong. According to Mr. Taylor's method of speaking, he tries to persuade us that we have done something that is terrible, and we begin to wonder what it is. Mr. Taylor says there has been a huge increase in the shipping at this port. That may be so, but even if the companies have been amalgamated we have been so, to speak, plunged in war. Take the wharf during the past year. Sometimes for weeks there was not a ship lying alongside. Years ago, the China and Japan wharf had the same effect. With regard to the Directors' salaries, Mr. Taylor has made certain suggestions, and has commented upon people leaving our employ. People leave because they do not get enough, and those who get them give them larger salaries. To use a vulgarism, I am not speaking through my hat. I know what I am talking about. Mr. Johnston left while I was away.

Mr. Johnston.—No, I did not. I told you before you left that I was leaving.

The Chairman.—You left in a fit of temper. A Shareholder.—Rats!

THE CHAIRMAN'S INTIMIDATION.

The Chairman.—You had better be careful what you are saying, Mr. Johnston. You know what hold I have over you. You had better be careful.

Mr. F. E. Taylor.—No shareholder ought to be intimidated. (Applause.)

The Chairman.—I am not intimidating. Mr. Johnston knows to what I allude. With regard to Mr. Taylor's assertion that we have lost work that we might have had, if we send in an estimate at practically cost price, surely it is better to lose the work than to lose money. I know money was lost on the particular ship alluded to. With regard to Stock Exchange gambling, it is a thing we do not want to interfere in. (Loud Laughter.) You may laugh, but I will make no further comment on it. My hands are clean. Mr. Taylor said I was a dictator. Why? I have always consulted the shareholders. We had power to go to London and sell the company, and bring it before the shareholders afterwards, but as it was such a huge undertaking, we consulted the shareholders first. Owing to the negotiations falling through we are in no worse position than we were before. I do not think it is necessary

to extend the discussion further, as I think I have said all that is necessary. I can quite understand Mr. Taylor having a bitter feeling if he has lost money. If he has, all I can say is that I am sorry for him, and for anyone else who has done so. I still repeat and maintain that the company is in a satisfactory way. We have nothing to complain about. We have a good credit balance at the bank, and the accounts for the year are before you. I am quite prepared to give you any explanations with regard to the accounts.

Mr. Taylor.—With regard to the shipping, what I told you is quite true. The entries at this Port—I have looked up the statistics since 1901—have increased by nearly 1,000,000 tons. The Chairman.—That may be so, but the Dock and Wharf Company have not got the work all the same. Certainly it did not come here. Perhaps some of the ships only got as far as Woosung.

The Chairman then proposed the following resolution, which was seconded by Mr. Prentice.—That the report and accounts of the Company made up to the 30th of April last, as printed and circulated, be adopted and approved, and that the directors be authorised to pay a final dividend at the rate of 15s. 6d. per share to shareholders on the register at this date.

The resolution was carried, the majority of the shareholders present abstaining from voting. It was then proposed by Mr. J. Young, seconded by Mr. W. A. C. Platt, that Mr. S. Groundwater be re-elected a director. Most present abstained from voting on this also, but it was nevertheless carried.

It was then proposed by Mr. W. S. Jackson, seconded by Mr. W. Murray, that Messrs. G. D. Scott, and Mr. J. D. Thorburn be re-elected auditors for the present year. Mr. Prentice—I notice that in the assets are comprised pumps, and sundry other things, such as shears, etc. How can the auditors get the value of these miscellaneous things. I don't think it is fair to compel them to make a statement that these things are worth so much. The stock is put down as according to statement in the books, and I can only judge from this that the shears, pumps, etc., have been put down at cost price. I should like to ask if anything is allowed for depreciation.

PROFITABLE DOUBLE ITS BOOK VALUE.

The Chairman.—When we amalgamated, the shareholders in one instance got one share for one, in another two for one, and in another three for one. That raised the capital to £5,500,000. The property on the other side had to be valued at that amount, so was raised accordingly. I don't think anything was put down on shears, but only on land and machinery, to make the books balance. For your information I may tell you that we had the property valued to keep us right, and I think the valuation was more than double what it stands at in the books to-day. We are therefore perfectly safe on that score, and so are the auditors. The machinery was valued by Messrs. Wilson and Wells, the property and buildings by Messrs. Scott and Carter, and Mr. Dowdall. The entire property was valued at £11,100,000. The valuation was therefore more than twice our capital. (Applause.)

The resolution appointing the auditors was then carried and the business of the meeting came to an end.

REDUCTION OF CAPITAL.

The secretary then read the notice convening the extraordinary general meeting.

The Chairman.—Before going on with my speech, I would like to say that the directors do not wish to force this scheme on you. You have the matter in your own hands. If any shareholder wishes, he can have debentures for £15. 20s. We have the power to give them, and as money comes in that we have outstanding it will be applied to this purpose. With regard to the sale of the Old Dock, this is the principle of the whole thing. A few years ago I thought it would be vandalism to sell such productive property. An unfortunate clause in the Articles of Association prevents our disposing of this property, and I want that clause taken out so that we can sell it if we have a good offer, and not lose the chance by the delay of calling a meeting to sanction the scheme. Gentlemen, you have had the notice convening this extraordinary meeting in your hands for some time, and the principal object the directors have in view is, to try and satisfy those of you who consider a reduction of capital would be beneficial. In my speech this afternoon, I endeavoured to make it plain to you how the capital assumed the present proportions and it must be plain to you, the Directors had the best possible intentions in putting the shareholders of each company on an equal financial basis. It is not the first time, gentlemen, we have essayed to do this in order to satisfy certain shareholders, and we are of opinion that by the reduction you will eventually put yourselves in a position to obtain better dividends, provided the business goes on increasing. The principal point to be borne in mind is, you have a large amount of valuable land which I am free to admit is unproductive capital at the moment, and it was necessary to call this meeting to get your consent, and to give the directors power to sell the Old Dock and unused land, and return you any money, the result of such sale.

NO DIFFERENCE IN MARKET VALUE OF SHARES.

By returning you now 20s. per share, we do not think it will ultimately make any appreciable difference in the market value of the shares. When the mortgages, etc., have been paid off, the amount could be applied for the reduction of the loan we propose to obtain to enable us to return you the 20s. The reserve fund very nearly represents the amount returned to you, without considering any advantage which may be had by the sale of the land. About two years since it was under consideration to reduce the capital by issuing debentures, and I may tell you that this scheme, adopted the probability is a good many of the debentures would have been redeemed, as a proof of this, I refer you to our reserve fund, which stands at a million taels, and a good deal of this could have been applied in this way, and as the debentures were bought would have been cancelled and would have enabled us to pay you larger dividends from the amount saved by the purchase of the debentures. We are met here with, I hope, one desire, and that is to promote the welfare of this Company. If the majority are in favour of a reduction of capital, then I trust those of the minority will accept the decision gracefully; if on the other hand it is decided no reduction shall take place, then those who are in favour of a reduction must bow to the inevitable. We are desirous of doing all we can to meet your views, and I will now put the resolution to the meeting.

THE RESOLUTIONS.

The Chairman then proposed, and Mr. von Rucker seconded, the following resolutions:—1.—To modify the constitution of the Company so as to enable it at any time to dispose of its surplus assets, including the Old Dock, to the best advantage.

2.—To return to the Shareholders, in cash, the sum of £15. 20s. for every share in the existing Company, which will be done in the following manner, that is, a New Company will be formed which will take over the undertaking of the Old, and as consideration will pay to the registered holder of every share in the pre-

sent Company £15. 20s. in cash and will pay to the registered holder a fully paid-up share in the New Company of the nominal value of £15. 8s. The capital of the New Company will be £15,400,000, divided into 55,300 shares of £15. 8s. each. The sum of £15,400,000 will be for the purpose of making payment to shareholders, and arrangements have been made with our Bankers for providing the amount.

A DANGEROUS METHOD.

Mr. Thos. Weir.—Before putting this resolution I arise, as one of the original shareholders, and though a very small one, one who has been interested in the company a very long time, possibly longer than any present. I have the best interests of the company at heart. As I have already mentioned to the chairman and other directors, I cannot help thinking that shareholders should think very carefully before passing the resolution. The first place the directors have to consider, that the company may be able to reduce its capital. The method taken for reducing the capital at the present time, I think, a most dangerous one. If the directors had come forward and said "We have a reserve fund of £15,000,000 and we wish to reduce the capital and pay it off by certain instalments from the reserve fund," then I am sure every shareholder would have been delighted. If three or four years ago such an idea as borrowing money had been thought of, it would have been a very light matter. Unfortunately we are not in the position that we were three, two, or even one year ago. For a company to saddle itself with debt at a time when we must face complications seems a very serious matter, because we are responsible for this debt. We have to pay interest on it, whether we make it or not. According to the statement £15. 20s. per share will be subject to interest at 7 per cent per annum. Assuming the return to be 12 per cent, there will be 5 per cent over, and if it is more, more.

A COMPETITOR.

But we cannot shut our eyes to the fact that in a very short time there will be a fine dock in Shanghai which will undoubtedly prove something of a competitor to this company. We know that already the Arsenal has made arrangements to do outside work, and while we don't like it, we can't help it unless the directors are able through the British Minister or other minister to prevent the Government from doing this. We are therefore in a position to do something in the face that will in a few years time seriously compete with us, and probably take something out of our dividends.

B. S. S. HONGKONG DOCKS.

There is another thing I would remind you of, and that is that Butterfield and Swire have a very fine dock in Hongkong nearing completion. It will be quite capable of taking any steamer of the China Navigation Co. If they like, and it is therefore very unlikely that the shareholders will send their ships to dock elsewhere. They are going to get 12 per cent in these days of competition? It means that in a short time we shall possibly have less work with less money to do it. I would therefore be much better for us to return the capital out of the reserve fund and not have any debt. If it was necessary to borrow the money for improvement of the company's plant to enable us to compete with rivals in China and Japan, we should then be able to do it. If it was borrowed money to improve and strengthen the business we should all vote in favour of it. But I think it is a very serious matter, and

A SUICIDAL POLICY.

if the company votes for borrowing money when we have competition and we do not know where it will end. We cannot amalgamate with Butterfield and Swire, and we cannot purchase their dock. The next thing is the reconstruction of the company. For one thing the shareholders are asked to give the directors power to sell their property without reference to the shareholders. They will be able to sell anything, and to do just as they like. It is only going to say that we have experienced directors here who have borne the heat and burden of the day. But a man cannot work for ever, and others may come along who do not know the state of affairs as well as the present directors do. We can't tell what other people will do. They will inherit this power. (Applause.) In the next place I understand that this is with a view to selling the Old Dock property. I am quite sure that when a suitable offer for the sale of the Old Dock is made, if a meeting of shareholders is called they will all come along and vote in favour of it. But there is no necessity to pass a resolution until the time comes. I should like to move an amendment.

Mr. Twentyman.—You should have given seven days' notice. (Uproar.)

Mr. Weir.—I hope all the shareholders understand the serious nature of what we are asked to do, and hope they will vote against the resolutions.

The Chairman.—You can vote against them. This clause is perfectly clear—seven days' notice of an amendment must be given. That does not preclude your recording your vote against the resolutions. The directors do not wish to take any advantage.

Mr. Weir.—I understood the clause only applied to motions. What I was going to propose was an amendment that the Company be not reconstructed and that this money be not borrowed.

COMPETITION DISCOUNTED.

The Chairman.—With regard to the reduction of capital, I have explained that if you don't want it you can vote against it. Mr. Weir takes it very seriously to heart. When talking about the sale of land he forgot that we have land to sell, more land than we want. We consider the Old Dock a very valuable piece of property. In Shanghai we have been facing competition for a long time. I am afraid Mr. Weir is one of Job's comforters. I do not think the Arsenal Dock will affect us. We have tried to stir up the officials about it. They have taken away some of our men by offering double the pay they were receiving from us. They have not, however, made a very brilliant start. One ship they have docked has turned over. We shall, however, watch them. I think Butterfield and Swire's dock is more dangerous to the Hongkong and Whampoa Dock Co. Mr. Taylor talked about a certain ship going to Hongkong. We let her go because we could not repair her at her price. We don't suffer very much from Hongkong or Japan, in fact the Japanese give us work, though not very much. It is scarcely fair to chase a wolf before it comes along. I don't care a hang about the reduction of capital, except in the interest of the company. It will saddle us with £15,000,000 per annum. If we cannot make that and a dividend besides, the longer we shut up shop the better. (Applause.)

plause). With regard to the sale of plant, we have all the time been selling it, and we try to get the best prices possible. As to the increase of our machinery, we are only working at about a third of our capacity. I think I am right in saying that Mr. Weir's remarks about the improvement of our machinery were due to our having had to send home some work recently. If we had the machine for doing this work we should probably only use it once in five years, and in the meantime would have to pay for it and also for a man to clean it. If we need it we can get more machinery, but I don't see that we want any more than we have. Mr. Weir's ideas are rather opposite to Mr. Taylor's ideas. Mr. Taylor, fired shot at us. Mr. Weir supported us, and without being egotistical I think we can say that we have done our best for the company.

THE OLD EMPLOYEES.

The following letter appears in the *North-China Daily News*, of 26th inst:—Sir,—In regard to the reference made by Mr. J. R. Twentyman at Farnham Boyd's meeting on the 23rd inst, in reply to Mr. F. P. Taylor's remarks,

Mr. Twentyman gave as the reason for Mr. R. Rawsthorne and myself leaving his firm, that we had asked for more than his company cared to pay.

This is absolutely false so far as Mr. Rawsthorne and myself are concerned. We made no attempt to increase our salaries, the first and only intimation S. C. F. & Co. got from us was our resignation.—I am, Sir,

R. B. MAURICE.

The Kiangnan Dock and Engineering Works, 24th June.

HARBOUR CATASTROPHY.

THE INQUIRY.

Before Mr. F. A. Haselard, sitting as coroner, this afternoon, an inquiry was held into the circumstances touching the death of one Lam Kwai, who was drowned in the harbour on the 15th inst, as the result of a collision between two launches.

The following jury was empanelled and sworn: J. Wacker (foreman), B. Haselard, and F. O. Butler.

Mr. O. D. Thomson appeared on behalf of the owners of the *Kumung* and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, for the Hongkong and Whampoa Dock Company's launch, No. 5.

Among the witnesses called was a seaman belonging to the *Kumung*, who deposed that on the day in question when he had passed one of the Douglas steamers at her bow they saw the dock launch approaching and immediately went astern and blew two blasts on the whistle, at the same time starboarded the helm. The *Kumung* then struck the dock launch, and after the collision he saw a doorman in the water. He threw a life-buoy to her and jumped in the water and got the woman aboard. In his opinion both launches were to blame for the collision—the *Kumung* because she might have gone under the stern of the other, and the dock launch because she was "too close to the steamer." Witness then contradicted himself and absolved the dock boat from all blame. The *Kumung* could not go under the stern of the dock launch because the boats were too close to each other. The dock launch was only ten yards from the steamer.

Other evidence having been given the case was adjourned.

MR. ARATHOON 84TH HONOURED.

LONG SERVICE MEDAL CONFERRED UPON HIM.

It is with the greatest pleasure that we have to announce the fact that His Majesty the King has conferred upon Mr. Arathoon Seth, Registrar of the Supreme Court of Hongkong, the coveted distinction of the medal for long and meritorious service under the Government.

Mr. Seth received notice from the Governor to-day to the effect that the long service medal had been conferred upon him, and he no doubt will be glad to publish the fact. The Legion of friends which Mr. Seth has gathered around him during his long and honourable connection with the Civil Service of the Colony will rejoice at the distinction so worthily gained by Mr. Seth, especially when it is remembered that he is the first holder of the office of Registrar who has received this mark of Royal favour, only three members of the Civil Service of Hongkong have received the medal for long service in the past—Stephen Murray, Umsey, Mr. Bruce Shepherd and Mr. Ford, and all these gentlemen have retired. Mr. Seth is still actively engaged in his duties at the Supreme Court, and is likely to continue in harness for some time to come.

Mr. Arathoon Seth, who is a barrister-at-law, has had a period of 34 years of public service in the Civil Service. He joined the Magistracy as a Magistrate in 1868, but in the following year resigned the service to take up an appointment with the P. & O. Company. Two years later he was back at the Magistracy as 3rd clerk and from 1872 until to-day he has gradually worked his way up to the position which he now holds. He was chief clerk at the Colonial Secretary's office and Clerk of Councils in 1880, and was made a Justice of the Peace two years afterwards. He has been Valuer under the Rating Ordinance, Superintendent of Opium Revenue and Superintendent of Imports and Exports, in addition to other duties, Acting Deputy Land Officer, and was seconded for service as Secretary to the Board constituted under the Tai Ping Shan Exemption Ordinance, 1884. He has got an idea of the Registrar's duties in 1895 when he became Acting Deputy Registrar, for a time he was Acting Assistant Registrar General, then in 1898, Acting Registrar and finally his appointment as Registrar of the Supreme Court, Registrar of Companies, and Official Administrator and Official Trustee, was confirmed on May 19th, 1904. He was called to the Bar at Lincoln's Inn in 1893. In all his dealings, Mr. Seth has proved an exceedingly genial and able official, and his latest mark of appreciation from the Crown will evoke congratulations from every side.

ARMED GANG ROBBERY.

IN CHINESE TERRITORY.

The case in which Tse Kam Shing, and Leung Kam Tai were charged with armed robbery at Tai Hang Kiang, in the Kwong Ning District, prefecture of Kwong Tung, and whose extradition was sought, was called before Mr. Haselard to-day. Inspector Guld watched the case, Mr. H. Hursthouse, of the Crown Solicitor's office, prosecuting.

Witnesses similar to that already reported in our columns were given, and was to the effect that at midnight, on the 26th April of last year, complainant's house was entered by armed robbers who, by threats, secured \$38 from a wardrobe, took boxes of clothing valued at \$65 from the cupboard, other clothing valued at \$140, and some property devalued at \$140. As the men were about to leave the premises the first two robbers who came into the room laid complainant and his wife to

the bedpost, and warned them not to say anything. About five minutes after the robbers left the *Yah* came into the room and untied complainant who then untied his wife. As far as complainant could estimate about 17 or 18 men took part in this robbery. He did not know who carried away the things. He was quite certain about the identity of the defendants because they both had torches and could be plainly seen. After the robbery the next time he saw the defendants was after they had been arrested, when he picked them out from among a number of others inside the gaol. Complainant reported the occurrence to the elders of the village next day. He first came to Hongkong in connection with the case on the 28th of March last at the request of the elders who informed him that two of the robbers had been arrested.

One of the witnesses who was on patrol in the village that night saw the men and flashed his lantern on them with the result that he was able to identify the prisoners. Two other watchmen were with him at the time and all three were threatened by the robbers who subsequently took away their arms and lanterns and told them that if they made a noise they would be killed.

The case was adjourned in order that evidence of whether the prisoners were Chinese subjects or not might be obtained.

The case in which the extradition of two Chinamen was sought by the Chinese authorities for being implicated and taking part in an armed robbery in Chinese territory, under circumstances recorded in these columns in our last issue, was resumed before Mr. F. A. Haselard this afternoon, when Inspector Gould testified to the identification of the defendants.

Mr. Hursthouse briefly referred to the summing up of the Chief Justice in the case recorded two days ago, especially as regards the fact that the men, whose extradition was sought, had produced no evidence as to their nationality.

Sun Kin Kwong, examined by Mr. Hursthouse, said he was an interpreter at the Central Police Station. He was present when the first defendant was charged on the 25th of March, 1905. After explaining the charge to him, the defendant made a statement, which witness took down and defendant signed. In that statement defendant said he had nothing to do with the occurrence. The second defendant was also charged, he also making a statement which he subsequently signed. The second defendant said he took no part in the robbery as he came to Hongkong the year before last.

The case was again remanded for a week.

HOUSEBOYS AGAIN.

A houseboy in the employ of Carl Heuser, of No. 3, Mosque Terrace, charged his master with assaulting him on the 24th ult, and a cross-examination was in on out by defendant against the boy for disobeying lawful orders. The boy said on the day in question he went out for a walk, but feeling unwell returned to the house and went to bed. His master returned at 12.30 a.m. after dining out and called the boy to bring in his basket. As he was doing this his master said he was lazy and slapped his face. Mr. Heuser said that on the day in question he went out for a bathing picnic, and when he returned home he found there were no towels in his room, and when he called his boy to get some the latter appeared angry and began throwing clothes and things about the room when he feeling very much annoyed at the boy's behaviour, slapped him on the face. Mr. G. N. Orme, before whom the case was tried, said that he would dismiss both summonses. There had been some provocation on the boy's behaviour, and he cautioned him to behave himself in future, and also warned Mr. Heuser to be careful in dealing with his employees.

MR. ARATHOON 84TH HONOURED.

LONG SERVICE MEDAL CONFERRED UPON HIM.

It is with the greatest pleasure that we have to announce the fact that His Majesty the King has conferred upon Mr. Arathoon Seth, Registrar of the Supreme Court of Hongkong, the coveted distinction of the medal for long and meritorious service under the Government.

Mr. Seth received notice from the Governor to-day to the effect that the long service medal had been conferred upon him, and he no doubt will be glad to publish the fact. The Legion of friends which Mr. Seth has gathered around him during his long and honourable connection with the Civil Service of the Colony will rejoice at the distinction so worthily gained by Mr. Seth, especially when it is remembered that he is the first holder of the office of Registrar who has received this mark of Royal favour, only three members of the Civil Service of Hongkong have received the medal for long service in the past—Stephen Murray, Umsey, Mr. Bruce Shepherd and Mr. Ford, and all these gentlemen have retired. Mr. Seth is still actively engaged in his duties at the Supreme Court, and is likely to continue in harness for some time to come.

Mr. Arathoon Seth, who is a barrister-at-law, has had a period of 34 years of public service in the Civil Service. He joined the Magistracy as a Magistrate in 1868, but in the following year resigned the service to take up an appointment with the P. & O. Company. Two years later he was back at the Magistracy as 3rd clerk and from 1872 until to-day he has gradually worked his way up to the position which he now holds. He was chief clerk at the Colonial Secretary's office and Clerk of Councils in 1880, and was made a Justice of the Peace two years afterwards. He has been Valuer under the Rating Ordinance, Superintendent of Opium Revenue and Superintendent of Imports and Exports, in addition to other duties, Acting Deputy Land Officer, and was seconded for service as Secretary to the Board constituted under the Tai Ping Shan Exemption Ordinance, 1884. He has got an idea of the Registrar's duties in 1895 when he became Acting Deputy Registrar, for a time he was Acting Assistant Registrar General, then in 1898, Acting Registrar and finally his appointment as Registrar of the Supreme Court, Registrar of Companies, and Official Administrator and Official Trustee, was confirmed on May 19th, 1904. He was called to the Bar at Lincoln's Inn in 1893. In all his dealings, Mr. Seth has proved an exceedingly genial and able official, and his latest mark of appreciation from the Crown will evoke congratulations from every side.

ARMED GANG ROBBERY.

IN CHINESE TERRITORY.

The case in which Tse Kam Shing, and Leung Kam Tai were charged with armed robbery at Tai Hang Kiang, in the Kwong Ning District, prefecture of Kwong Tung, and whose extradition was sought, was called before Mr. Haselard to-day. Inspector Guld watched the case, Mr. H. Hursthouse, of the Crown Solicitor's office, prosecuting.

Witnesses similar to that already reported in our columns were given, and was to the effect that at midnight, on the 26th April of last year, complainant's house was entered by armed robbers who, by threats, secured \$38 from a wardrobe, took boxes of clothing valued at \$65 from the cupboard, other clothing valued at \$140, and some property devalued at \$140. As the men were about to leave the premises the first two robbers who came into the room laid complainant and his wife to

the bedpost, and warned them not to say anything. About five minutes after the robbers left the *Yah* came into the room and untied complainant who then untied his wife. As far as complainant could estimate about 17 or 18 men took part in this robbery. He did not know who carried away the things. He was quite certain about the identity of the defendants because they both had torches and could be plainly seen. After the robbery the next time he saw the defendants was after they had been arrested, when he picked them out from among a number of others inside the gaol. Complainant reported the occurrence to the elders of the village next day. He first came to Hongkong in connection with the case on the 28th of March last at the request of the elders who informed him that two of the robbers had been arrested.

One of the witnesses who was on patrol in the village that night saw the men and flashed his lantern on them with the result that he was able to identify the prisoners. Two other watchmen were with him at the time and all three were threatened by the robbers who subsequently took away their arms and lanterns and told them that if they made a noise they would be killed.

SHIPPING JETSAM.

Rickmers have sold their steamer *Rickmers*, to the Hamburg-America Line, vessel has been renamed the *Liberia*, and left for the Far East.

The river steamer *Taifoo Maru* (formerly *Taiyung Maru*), which has been recently by Messrs. S. C. Farnham, Lloyd and Co., for the owners—the Osaka Shosen Kaisha—has had a most successful trial trip.

The second of two cargo-receiving vessels which Messrs. S. C. Farnham, Lloyd and Co., have just completed for the Yangtze River, to the order of Messrs. Butterfield and Swire, has been launched from the Shipbuilding Works.

The Lord Treasurer of Szechwan has sailed with the Shanghai Tsoai, with a cargo of dredging the Whampoa River, and has been ordered to raise a fund for this enterprise, in addition to this fund, he will take from governmental mint a sum of 50,000 taels.

The Mitsubishi Dockyard has been entered by the N. Y. K. to construct a steamer 6,750 tons, which will take the place of the *Manila Maru*, which was sunk by the Russians last year. The *Manila Maru* has been ordered to construct a steamer, each of 1,000 tons from the same dockyard.

At Kobe, on